

Site Assessments: Strategic Sites

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Identification of Strategic Sites:

Strategic Sites are large sites of more than 25ha in size, which are not associated with meeting the growth needs of any particular settlement and contribute to achieving the aspirations of the Economic Growth Strategy for Shropshire.

As such, all individual sites of more than 25ha have been considered within the strategic site assessment process¹.

The extent to which a site is associated with meeting the growth needs of a particular settlement and its ability to contribute to achieving the aspirations of the Economic Growth Strategy for Shropshire will be considered during the site assessment process.

The Wider Site Assessment Process:

A three-stage site assessment process has been utilised to assess sites associated with meeting the needs of existing settlements within the Local Plan Review. These stages are:

Stage	Summary
Stage 1:	Stage 1 of the site assessment process was undertaken within the Strategic Land Availability Assessment (SLAA) available on the Shropshire Council website at: https://shropshire.gov.uk/planning-policy/local-planning/local-plan-partial-review-2016-2036/evidence-base/ This stage of assessment consisted of a strategic screen and review of sites. It informs Stages 2 and 3 of the Site Assessment Process.
Stage 2:	Stage 2 of the site assessment process represents a detailed screen of sites.
Stage 3:	Stage 3 of the site assessment process involved a more detailed review of sites and selection of preferred site allocations.

The Strategic Sites Assessment Process:

A similar three-stage site assessment process has been utilised to assess potential Strategic Sites. These stages are as follows:

Stage	Summary
Stage 1:	Stage 1 of the site assessment process was undertaken within the Strategic Land Availability Assessment (SLAA) available on the Shropshire Council website at: https://shropshire.gov.uk/planning-policy/local-planning/local-plan-partial-review-2016-2036/evidence-base/ This stage of assessment consisted of a strategic screen and review of sites. It informs Stages 2 and 3 of the Site Assessment Process.

¹ Please Note: The practical difficulties (including the potentially infinite number of options) associated with identifying potential combinations of smaller sites which in combination exceed the 25ha threshold mean that sites below the 25ha threshold have not been considered.

<p>Stage 2:</p>	<p>Stage 2 of the site assessment process represents a detailed screen of sites.</p> <p>This screening exercise was informed by consideration of a site’s location; availability; size; potential to contribute to achieving the Shropshire Economic Growth Strategy; and whether there were obvious physical, heritage or environmental constraints present, based on the strategic assessment undertaken within the SLAA.</p> <p>Specifically, sites will proceed to Stage 3 of the site assessment process where:</p> <ol style="list-style-type: none"> 1. There is certainty about whether the site is available for residential and/or employment development. 2. The site has not already been assessed within Stage 3 of the Site Assessment process for a specific settlement. 3. The ‘strategic assessment’ of the site has not identified a significant physical*, heritage** and/or environmental** constraint. The ‘strategic assessment’ of sites was undertaken within Stage 1 of the site assessment process (the SLAA). <p>Please Note: <i>Commentary is provided about the ‘strategic suitability’ of a site within Stage 2 of the Assessment, where it was rejected within the SLAA.</i></p> <ol style="list-style-type: none"> 4. It is considered that development of the site could contribute towards achieving the aspirations of the Economic Growth Strategy for Shropshire. Specifically, they should reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections. <p><i>Where a site does not comply with one or more of these criteria, the relevant criteria will be highlighted in the table.</i></p> <p><i>Within the ‘strategic assessment’:</i></p> <p><i>*Significant physical constraints are where:</i></p> <ol style="list-style-type: none"> 1. <i>The majority of the site is located within flood zones 2 and/or 3.</i> 2. <i>The site can only be accessed through flood zones 2 and/or 3.</i> 3. <i>The majority of the site contains an identified open space.</i> 4. <i>The site can only be accessed through an identified open space.</i> 5. <i>The topography of the site is such that development could not occur.</i> 6. <i>The site is landlocked/does not have a road frontage.</i> <p><i>**Significant environmental/heritage constraints are where:</i></p> <ol style="list-style-type: none"> 1. <i>The majority of the site has been identified as a heritage/environmental asset.</i>
<p>Stage 3:</p>	<p>Stage 3 of the site assessment process involved a more detailed review of sites and selection of preferred site allocation.</p> <p>This stage was informed by:</p> <ul style="list-style-type: none"> • Assessments undertaken by Highways; Heritage; Ecology; Trees; and Public Protection Officers. • Commissioned evidence base studies, including a Landscape and Visual Sensitivity Study; Strategic Flood Risk Assessment; and Green Belt Review. • A Sustainability Appraisal. • A Habitats Regulations Assessment. • Consideration of infrastructure requirements and opportunities. • Other strategic considerations and professional judgement.

Stage 2 Site Assessments:

Strategic Sites Assessment - Part 2	
Site Reference:	ALB018
<i>Site Address:</i>	Elms Farm Land, Albrighton
<i>Approximate Site Size (Ha):</i>	29.3
<i>Type of Site:</i>	Greenfield
<i>If mixed, percentage brownfield:</i>	0%
<i>General Description:</i>	The site consists of a series of agricultural fields located within the Green Belt to the south west of Albrighton.
<i>Surrounding Character:</i>	Character to the south and west is predominantly agricultural, although there is also a garden centre to the west of the northern element of the site. Character to the east is predominantly residential. Character to the north is a mix of residential, agricultural and open spaces used for outdoor sports.
<i>Residential Suitability Information: (from SLAA)</i>	Not Suitable
<i>Employment Suitability Information: (from SLAA)</i>	Not Suitable
<i>Availability Information¹:</i>	Currently Available
<i>Achievability/Viability Information:</i>	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The site was assessed in Stage 3 of the site assessment process in association with a Key Centre.
	The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites.
	The site was assessed in the context of its potential to contribute to meeting the needs of Albrighton. Albrighton is located on the A41 and M54/A5 strategic corridors.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	P35
<i>Site Address:</i>	Land south of Albrighton Hall, Albrighton
<i>Approximate Site Size (Ha):</i>	38.6
<i>Type of Site:</i>	Greenfield
<i>If mixed, percentage brownfield:</i>	0%
<i>General Description:</i>	An extensive irregularly shaped site consisting a large number of agricultural fields located to the south of Albrighton Hall and the settlement of Albrighton itself.
<i>Surrounding Character:</i>	Character to the south, west and east is predominantly agricultural. Character to the north is a mix of residential dwellings (of various density), land allocated for residential development or safeguarded for future development.
<i>Residential Suitability Information: (from SLAA)</i>	Not Suitable
<i>Employment Suitability Information: (from SLAA)</i>	Not Suitable
<i>Availability Information¹:</i>	Availability Unknown
<i>Achievability/Viability Information:</i>	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²: The site was assessed in Stage 3 of the site assessment process in association with a Key Centre.
	Strategic Suitability³: The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites.
	Economic Growth Strategy Contribution⁴: The site was assessed in the context of its potential to contribute to meeting the needs of Albrighton. Albrighton is located on the A41 and M54/A5 strategic corridors.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

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² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

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- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	P36b
<i>Site Address:</i>	Land at Lea Hall, South of Albrighton
<i>Approximate Site Size (Ha):</i>	56.3
<i>Type of Site:</i>	Greenfield
<i>If mixed, percentage brownfield:</i>	0%
<i>General Description:</i>	A very large and irregularly shaped site consisting of numerous agricultural fields. The site is separated from the built form of the settlement by further agricultural land.
<i>Surrounding Character:</i>	Surrounding character is predominantly agricultural.
<i>Residential Suitability Information: (from SLAA)</i>	Not Suitable
<i>Employment Suitability Information: (from SLAA)</i>	Not Suitable
<i>Availability Information¹:</i>	Availability Unknown
<i>Achievability/Viability Information:</i>	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²: The site was assessed in Stage 3 of the site assessment process in association with a Key Centre.
	Strategic Suitability³: The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites. In isolation, it is separated from the built form of the settlement, but there are other site promotions within this area of separation (and the other site is considered available, of an appropriate site and the strategic assessment has not identified a significant constraint).
	Economic Growth Strategy Contribution⁴: The site was assessed in the context of its potential to contribute to meeting the needs of Albrighton. Albrighton is located on the A41 and M54/A5 strategic corridors.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	BAY003
Site Address:	South of Windy Ridge, Bayston Hill
Approximate Site Size (Ha):	29.5
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	A large site lying to the west of Bayston Hill which is formed by an undulating area of agricultural land which slopes markedly down to the Rea Brook. The site is separated from the settlement of Bayston Hill by additional agricultural land and an area of open space (Lythwood). There is a history of coal mining in the area; as such there are a number of Development High Risk areas on the site. The site is not adjacent to the development boundary.
Surrounding Character:	The site is surrounded by other agricultural land and an area of open space known as Lythwood. Immediately between the site and the Rea Brook is the settlement of Hook-a-Gate.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Availability Unknown
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²:
	Strategic Suitability³: The site is located within the Green Gap between Bayston Hill and Hook-a-gate. In isolation, the site is separated from the built form of the settlement. Whilst there are other site promotions within this area of separation, there remains uncertainty about the availability of adjacent site(s).
Economic Growth Strategy Contribution⁴:	The site is located in proximity of Bayston Hill and Hook-a-gate. Bayston Hill is located on the A49 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

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² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

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- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	BRD011
Site Address:	Land West of Bridgnorth
Approximate Site Size (Ha):	27.9
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	A large site that lies outside but adjacent to the development boundary. It originates in the south from the A458 adjacent to the Auction Centre/Retail Park and wraps around as far as Hook Farm to the north west of Bridgnorth. In doing so it spans Church Lane. The site is adjacent to SAMDEV sites BRID001 and 020a which lie between this site and the existing built form of Bridgnorth. In character the site is gently undulating and utilised for agricultural purposes with the presence of established trees and hedgerows dividing the component fields.
Surrounding Character:	At the southern end the site borders to its eastern side the auction centre and retail park on the A458. To its northern end is the residential development at and around Hook Farm Road. At its mid point the site lies adjacent to Tasley village. Currently the remainder of the site is bordered by agricultural land but is bordered to its eastern side by two sites BRID001 and 020a which are allocated by SAMDEV for housing.
Residential Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential
Employment Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential
Availability Information¹:	Availability Unknown
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²:
	Strategic Suitability³:
Economic Growth Strategy Contribution⁴:	The site is located in proximity of Bridgnorth. The Economic Growth Strategy identifies the need to "support the cluster of activities and key sectors in Bridgnorth and work with existing companies on future plans".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

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- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	P53b
<i>Site Address:</i>	Land north of the A454 and Swancote, north east of Bridgnorth
<i>Approximate Site Size (Ha):</i>	74.4
<i>Type of Site:</i>	Greenfield
<i>If mixed, percentage brownfield:</i>	0%
<i>General Description:</i>	A large site located to the north east of Bridgnorth. The site consists of a large number of agricultural fields bounded by the A454 to the south and rural lanes to the east and north. The sites western boundary is an agricultural field boundary.
<i>Surrounding Character:</i>	Surrounding uses are predominantly agricultural.
<i>Residential Suitability Information: (from SLAA)</i>	Not Suitable
<i>Employment Suitability Information: (from SLAA)</i>	Not Suitable
<i>Availability Information¹:</i>	Availability Unknown
<i>Achievability/Viability Information:</i>	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²: The site was assessed in Stage 3 of the site assessment process in association with a Principal Centre.
	Strategic Suitability³: The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites. The site is adjacent to Stanmore Industrial Estate/The Hobbins.
	Economic Growth Strategy Contribution⁴: The site was assessed in the context of its potential to contribute to meeting the needs of Bridgnorth. The Economic Growth Strategy identifies the need to "support the cluster of activities and key sectors in Bridgnorth and work with existing companies on future plans".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

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- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

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Strategic Sites Assessment - Part 2	
Site Reference:	P54
Site Address:	Land south of the A454 and Swancote, east of Bridgnorth
Approximate Site Size (Ha):	130.8
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	A large site located to the east of Bridgnorth. The site consists of a large number of agricultural fields bounded by the A454 to the north, Broom Lane to the east, the A454 to the west and residential curtilages associated with dwellings at The Hobbins and The Hobbins road.
Surrounding Character:	Character to the east, north and west is predominantly agricultural. To the south character is a mix of residential (The Hobbins), commercial (Stanmore Industrial Estate) and agricultural.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Currently Available
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The site was assessed in Stage 3 of the site assessment process in association with a Principal Centre.
	The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites. The site is adjacent to Stanmore Industrial Estate/The Hobbins.
	The site was assessed in the context of its potential to contribute to meeting the needs of Bridgnorth. The Economic Growth Strategy identifies the need to "support the cluster of activities and key sectors in Bridgnorth and work with existing companies on future plans".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

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Strategic Sites Assessment - Part 2	
Site Reference:	P56
Site Address:	Land at Hermitage Farm, Bridgnorth
Approximate Site Size (Ha):	77.6
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	A large site located to the east of Bridgnorth. The site consists of a large number of agricultural fields bounded by the A458 to the south, A454 to the east, Hermitage Hill to the west, and the B4363 to the north.
Surrounding Character:	Character to the south is predominantly agricultural. Character to the north is a mix of agricultural, woodland and a cemetery. Character to the west is woodland located on Hermitage Hill beyond which are residential dwellings and commercial uses within the settlement of Bridgnorth. Character to the east is a mix of woodland at Stanmore Country Park and agricultural land, beyond which are residential dwellings at The Hobbins and commercial uses at Stanmore Industrial Estate.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Currently Available
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
Economic Growth Strategy Contribution⁴:	The site was assessed in the context of its potential to contribute to meeting the needs of Bridgnorth. The Economic Growth Strategy identifies the need to "support the cluster of activities and key sectors in Bridgnorth and work with existing companies on future plans".
	The site was assessed in Stage 3 of the site assessment process in association with a Principal Centre.
	The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	P59
Site Address:	Land east of Stanmore Industrial Estate, east of Bridgnorth
Approximate Site Size (Ha):	41.5
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	A generally linear site consisting of a series of agricultural fields to the east of Stanmore and Stanmore Industrial Estate and Stanmore Country Park.
Surrounding Character:	Character to the north, east and south is predominantly agricultural. Character to the west is more diverse, being agricultural to the west of the northern element of the site, commercial uses (associated with Stanmore Industrial Estate) and woodland (associated with Stanmore Country Park) to the west of the central element of the site, and a mix of residential and agricultural uses to the west of the southern element of the site.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Availability Unknown
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²: The site was assessed in Stage 3 of the site assessment process in association with a Principal Centre.
	Strategic Suitability³: The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites. The site is adjacent to Stanmore Industrial Estate/The Hobbins.
Economic Growth Strategy Contribution⁴:	The site was assessed in the context of its potential to contribute to meeting the needs of Bridgnorth. The Economic Growth Strategy identifies the need to "support the cluster of activities and key sectors in Bridgnorth and work with existing companies on future plans".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	P61
Site Address:	Land south of the A458, Bridgnorth
Approximate Site Size (Ha):	97.2
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	A very large site located to the south of the A458.
Surrounding Character:	Character to the north, south and east is predominantly agricultural, although there is also a caravan site to the north-east of the site. Character to the west is also agricultural beyond which it is commercial.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Availability Unknown
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²: The site was assessed in Stage 3 of the site assessment process in association with a Principal Centre.
	Strategic Suitability³: The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites.
	Economic Growth Strategy Contribution⁴: The site was assessed in the context of its potential to contribute to meeting the needs of Bridgnorth. The Economic Growth Strategy identifies the need to "support the cluster of activities and key sectors in Bridgnorth and work with existing companies on future plans".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	P63
Site Address:	Land east/north of the River Severn, Bridgnorth
Approximate Site Size (Ha):	61.1
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	A linear site which follows the route of the River Severn to the south of Bridgnorth. The site consists of a series of agricultural fields.
Surrounding Character:	Character to the south east and west is predominantly agricultural. Character to the north is a mix of residential and a caravan park.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Availability Unknown
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²:
	Strategic Suitability³: The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites. Much of the site is located within flood zones 2 and/or 3.
Economic Growth Strategy Contribution⁴:	The site is located in proximity of Bridgnorth. The Economic Growth Strategy identifies the need to "support the cluster of activities and key sectors in Bridgnorth and work with existing companies on future plans".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	STC004
<i>Site Address:</i>	Stanmore Country Park, Stanmore, Bridgnorth
<i>Approximate Site Size (Ha):</i>	33.9
<i>Type of Site:</i>	Greenfield
<i>If mixed, percentage brownfield:</i>	0%
<i>General Description:</i>	The site is an extensive Country Park located to the west of Stanmore Industrial Estate, forming part of the gap between the Estate and the settlement of Bridgnorth. The site was formerly part of the RAF Stanmore Campus.
<i>Surrounding Character:</i>	Character to the west is predominantly agricultural. Character to the north is a mix of commercial uses at Stanmore Industrial Estate and residential dwellings at The Hobbins. Character to the east is a mix of the commercial uses at Stanmore Industrial Estate and agricultural land. Character to the south is predominantly agricultural, however there is also a small group of dwellings and a touring caravan site.
<i>Residential Suitability Information: (from SLAA)</i>	Not Suitable
<i>Employment Suitability Information: (from SLAA)</i>	Not Suitable
<i>Availability Information¹:</i>	Currently Available
<i>Achievability/Viability Information:</i>	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵ Assessed with Specific Settlement²: Strategic Suitability³: Economic Growth Strategy Contribution⁴:	Availability¹:
	The site was assessed in Stage 3 of the site assessment process in association with a Principal Centre.
	The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites. The site is adjacent to Stanmore/Stanmore Industrial Estate/The Hobbins.
	The site was assessed in the context of its potential to contribute to meeting the needs of Bridgnorth. The Economic Growth Strategy identifies the need to "support the cluster of activities and key sectors in Bridgnorth and work with existing companies on future plans".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	P26
Site Address:	Land north of Junction 3
Approximate Site Size (Ha):	957.8
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	An extensive site consisting of numerous agricultural fields and wooded areas. Although the exact extent of the site is currently undefined, taken at its greatest possible extent it represents a very significant area of countryside within the Green Belt. The site is crossed by three brooks, running approximately north-south. The A41 and a number of minor roads also divide the site. The site benefits from being located to the north of Junction 3 on the M54. The site has previously been promoted for the formation of a series of linked new settlements.
Surrounding Character:	Surrounding character is predominantly agricultural. However the site does wrap around the settlement of Tong and runs along the southern boundary of the settlement of Tong Norton. The sites southern boundary is defined by the M54 and its focal point is Junction 3 on the M54.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Currently Available
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Availability¹:	It is understood that this site has been superseded by site P26 (Amended) Land north of Junction 3 and west of the A41.
Assessed with Specific Settlement²:	
Conclusion⁵	The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites.
Strategic Suitability³:	Three brooks run through the site, land either side of these brooks is located in flood zones 2 and/or 3. The site contains and is in proximity of heritage assets including scheduled monuments, listed buildings and a registered park. The site contains and is in proximity of trees subject to TPO protection. The remaining area of the site may still have potential.
Economic Growth Strategy Contribution⁴:	The site is located on the M54/A5 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2		
Site Reference:	P26 (Amended)	
<i>Site Address:</i>	Land north of Junction 3 and west of the A41	
<i>Approximate Site Size (Ha):</i>	373.0	
<i>Type of Site:</i>	Greenfield	
<i>If mixed, percentage brownfield:</i>	0%	
<i>General Description:</i>	<p>An extensive site consisting of numerous agricultural fields and wooded areas. Although the exact extent of the site is currently undefined, taken at its greatest possible extent it represents a significant area of countryside within the Green Belt. The site is crossed by a two brooks, running approximately north-south.</p> <p>The site is bounded by the A41 to the east and benefits from being located to the north of Junction 3 on the M54. Its northern and western boundaries are not defined.</p> <p>The site has been promoted for the formation of a planned settlement containing around 50ha or employment, around 3,000 dwellings, and a local centre to provide services, facilities and infrastructure.</p>	
<i>Surrounding Character:</i>	Surrounding character is predominantly agricultural. However the site does wrap around the settlement of Tong and runs along the southern boundary of the settlement of Tong Norton. The sites southern boundary is defined by the M54 and its focal point is Junction 3 on the M54.	
<i>Residential Suitability Information: (from SLAA)</i>	Not Suitable - whilst the site itself has not been directly assessed, the majority of the site did form part of a wider site assessment.	
<i>Employment Suitability Information: (from SLAA)</i>	Not Suitable - whilst the site itself has not been directly assessed, the majority of the site did form part of a wider site assessment.	
<i>Availability Information¹:</i>	Currently Available	
<i>Achievability/Viability Information:</i>	<p>Residential development is generally considered achievable and viable unless there are site specific issues evident.</p> <p>Employment development is generally considered achievable and viable where sites are specifically promoted for these uses.</p> <p>To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.</p>	
Conclusion⁵	Availability¹:	
	Assessed with Specific Settlement²:	
	Strategic Suitability³:	<p>Whilst the site itself has not been directly assessed, the majority of the site did form part of a wider site assessment.</p> <p>The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites.</p> <p>A brook runs through the site, land either side of this brook is located in flood zones 2 and/or 3. The site contains and is in proximity of heritage assets including scheduled monuments, listed buildings and a registered park.</p> <p>The site contains and is in proximity of trees subject to TPO protection.</p> <p>The remaining area of the site may still have potential.</p>
	Economic Growth Strategy Contribution⁴:	The site is located on the M54/A5 strategic corridor.

Summary:

Considered within the next stage of the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	P28 and parts of P30 and P40.
<i>Site Address:</i>	RAF Cosford
<i>Approximate Site Size (Ha):</i>	274.9
<i>Type of Site:</i>	Mixed
<i>If mixed, percentage brownfield:</i>	Approx. 60%
<i>General Description:</i>	<p>The site represents the full extent of RAF Cosford.</p> <p>It is divided into four broad areas, these are:</p> <p>The eastern element consists of the accommodation block.</p> <p>The central element consists of the main site (uses on the site are varied but include large format employment units, office based employment, car-parking, other ancillary hardstanding, residential dwellings and public open space and the sports area.</p> <p>The southern element consists of the airfield and associated buildings.</p>
<i>Surrounding Character:</i>	<p>To the north, east and west the character is predominantly agricultural, although there are also several large rural dwellings on large plots.</p> <p>To the south is agricultural land and a horticultural nursery.</p> <p>The settlement of Albrighton is located to the south east of the site.</p>
<i>Residential Suitability Information: (from SLAA)</i>	Not Suitable - whilst the site itself has not been directly assessed within the SLAA, the components of the site have been.
<i>Employment Suitability Information: (from SLAA)</i>	Not Suitable - whilst the site itself has not been directly assessed within the SLAA, the components of the site have been.
<i>Availability Information¹:</i>	Currently Available (specifically for military use or non-profit making uses)
<i>Achievability/Viability Information:</i>	<p>Residential development is generally considered achievable and viable unless there are site specific issues evident.</p> <p>Employment development is generally considered achievable and viable where sites are specifically promoted for these uses.</p> <p>To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.</p>
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	<p>Whilst the site itself has not been directly assessed within the SLAA, the components of the site have been.</p> <p>The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites.</p> <p>A brook runs through the site, land either side of this brook is located in flood zones 2 and/or 3.</p> <p>The site contains and is in proximity of heritage assets including a conservation area and listed buildings.</p> <p>The site contains and is in proximity of trees subject to TPO protection.</p> <p>The remaining area of the site may still have potential.</p>
	The site is located on the M54/A5 strategic corridor.

Summary:

Considered within the next stage of the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	P28
Site Address:	RAF Cosford Main Site, Cosford
Approximate Site Size (Ha):	77.6
Type of Site:	Mixed
If mixed, percentage brownfield:	Approx. 75%
General Description:	This site consists of the built form and associated open spaces within the main RAF Cosford Campus. Uses on the site are varied but include large format employment units, office based employment, car-parking, other ancillary hardstanding, residential dwellings and public open space (including an outdoor stadium). The extent of the site is defined by the A41 to the east; the railway line to the south; Neachley Lane to the west; and Long Lane to the north.
Surrounding Character:	Character to the north and west is predominantly agricultural. To the east beyond the A41 lies an accommodation area which forms part of the wider RAF Cosford. Character to the south is defined by the RAF Cosford airfield and associated infrastructure.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Currently Available (specifically for military use or non-profit making uses)
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: It is understood that this site has been superseded by site (P28 and parts of P30 and P40) RAF Cosford.
	Assessed with Specific Settlement²:
	Strategic Suitability³: The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites.
Economic Growth Strategy Contribution⁴:	The site is located on the M54/A5 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	P29
Site Address:	Land either side of Neachley Lane, Cosford
Approximate Site Size (Ha):	297.0
Type of Site:	Mixed
If mixed, percentage brownfield:	Approx. 1%
General Description:	An extensive site containing numerous agricultural fields, wooded areas and a number of large rural dwellings on large plots. Two brooks run through the site. The sites boundaries are defined by the Railway line and the RAF Cosford campus to the south, the A41 to the east, the M54 to the north, and a brook to the west.
Surrounding Character:	To the north and west the character is predominantly agricultural. To the south and east is the RAF Cosford campus and airfield along with further agricultural fields.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Availability Unknown
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²:
	Strategic Suitability³: The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites. A brook runs through the site, land either side of this brook is located in flood zones 2 and/or 3. The site contains and is in proximity of heritage assets including a conservation area and listed buildings. The site contains and is in proximity of trees subject to TPO protection. The remaining area of the site may still have potential.
	Economic Growth Strategy Contribution⁴: The site is located on the M54/A5 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	P30
Site Address:	Land east of the A41, Cosford
Approximate Site Size (Ha):	111.5
Type of Site:	Mixed
If mixed, percentage brownfield:	Approx. 35%
General Description:	The site is divided into three elements. The northern element consists of agricultural land either side of a brook and wraps around a number of large rural dwellings on large plots. The central element consists of a military campus (part of the wider RAF Cosford) which contains a mix of commercial and residential uses. The third element consists of further agricultural fields.
Surrounding Character:	Character to the north and east is predominantly agricultural. Character to the west is split between agricultural and a military campus (RAF Cosford). Character to the south is also predominantly agricultural, although there is also a garden centre in this area.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Currently Available (much of the site is specifically for military use or non-profit making uses)
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Assessed with Specific Settlement²:	It is understood that much of this site has been superseded by site (P28 and parts of P30 and P40) RAF Cosford. The remaining area is divided into sites which in isolation are either less than 25ha or there is uncertainty about their availability.
Conclusion⁵	The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites. A brook runs through the site, land either side of this brook is located in flood zones 2 and/or 3. The site contains and is in proximity of heritage assets including a conservation area and listed buildings. It is understood that much of the southern element of the site is located within a safeguarding zone associated with the operation of the airfield at RAF Cosford. The remaining area of the site may still have potential.
Economic Growth Strategy Contribution⁴:	The site is located on the M54/A5 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	P40
Site Address:	RAF Cosford Airfield, Cosford
Approximate Site Size (Ha):	239.1
Type of Site:	Mixed
If mixed, percentage brownfield:	Approx. 30%
General Description:	A large varied site consisting of Cosford Airfield, units and landscaping ancillary to the airfield and RAF Museum Cosford. Boundaries are defined by the railway line to the north, the A41/Old Worcester Road/Kennel Lane to the east, the A464 to the south, and a brook to the west.
Surrounding Character:	Character to the east, west and south is predominantly agricultural. Character to the north is a mix of agricultural and the RAF Cosford campus. The settlement of Albrighton is located to the south east of the site.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Currently Available (specifically for military use or non-profit making uses)
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Assessed with Specific Settlement²:	It is understood that much of this site has been superseded by site (P28 and parts of P30 and P40) RAF Cosford. The remaining area is divided into sites which in isolation are either less than 25ha or there is uncertainty about their availability.
Conclusion⁵	The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites. A brook runs through the site, land either side of this brook is located in flood zones 2 and/or 3. The remaining area of the site may still have potential.
Economic Growth Strategy Contribution⁴:	The site is located on the M54/A5 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	IRN001
Site Address:	Former Ironbridge Power Station Site
Approximate Site Size (Ha):	136.0
Type of Site:	Mixed
If mixed, percentage brownfield:	Approx. 30%
General Description:	The site consists of the former ironbridge power station site and ancillary land. Site boundaries are defined by the extent of the power station site (eastern portion) and agricultural field boundaries (western portion).
Surrounding Character:	Surrounding character is predominantly agricultural/woodland. However there are also small pockets of residential dwellings in proximity of the site.
Residential Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential
Employment Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential
Availability Information¹:	Currently Available
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The Economic Growth Strategy identifies the opportunity to "capitalise on opportunities arising from the redevelopment of the former Ironbridge Power Station".

Summary:

Considered within the next stage of the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	LUD004
Site Address:	Lower Barns Farm, South of Ludlow
Approximate Site Size (Ha):	62.7
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	The site is south of the built form and the development boundary of Ludlow. The River Teme wraps around the border on the north and east side. There are some minor roads running through the site between the retail stores and the dwellings, from east to west. The site is otherwise all agricultural, with the only access off Overton Road to the west.
Surrounding Character:	The site is partly surrounded by the River Teme, with the built form of Ludlow to the north beyond the river. Otherwise the site is surrounded by agricultural land, with some residential the west side on Lower Barns Road, with a water reclamation works to the south.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Availability Unknown
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²:
	Strategic Suitability³: A small portion of the site is located within flood zones 2 and/or 3. The site is more closely associated with the settlement of Ludford than Ludlow.
Economic Growth Strategy Contribution⁴:	The site is located in proximity of Ludlow. Ludlow is located on the A49 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:
- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	LUD041
<i>Site Address:</i>	Land to the North of Sheet Road Development Site, Ludlow
<i>Approximate Site Size (Ha):</i>	26.0
<i>Type of Site:</i>	Greenfield
<i>If mixed, percentage brownfield:</i>	0%
<i>General Description:</i>	This predominantly level site comprises a large tract of open agricultural land directly to the north of the Ludlow Ecopark Business Estate and Park and Ride. The site is bounded to the west by the A49. It is immediately adjacent to the Development Boundary.
<i>Surrounding Character:</i>	To the north and east the site is bounded by agricultural land and associated development. To the south is the Ludlow Park& Ride car park. To the immediate west of the site is the A49 on the opposite side at this point being employment development.
<i>Residential Suitability Information: (from SLAA)</i>	Not Currently Suitable but Future Potential
<i>Employment Suitability Information: (from SLAA)</i>	Not Currently Suitable but Future Potential
<i>Availability Information¹:</i>	Currently Available
<i>Achievability/Viability Information:</i>	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The site was assessed in Stage 3 of the site assessment process in association with a Principal Centre.
	The site was assessed in the context of its potential to contribute to meeting the needs of Ludlow. Ludlow is located on the A49 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	MDR042 (Amended)
Site Address:	North of the A53 and Greenfield Sportsfield, Market Drayton
Approximate Site Size (Ha):	34.5
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	This large site is formed of five fields currently used for agricultural purposes. The site is gently undulating and slopes gently upwards to the north east. Situated to the northern side of the A53 and to the north of Market Drayton the site is adjacent to but outside of the development boundary.
Surrounding Character:	The land surrounding the site to the north of the A53 is currently in agricultural use. Land to the south of the A53 opposite the site is currently in either currently subject to residential development or in agricultural but with consent for residential development.
Residential Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential - whilst the site itself has not been directly assessed, the majority of the site did form part of a site assessment.
Employment Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential - whilst the site itself has not been directly assessed, the majority of the site did form part of a site assessment.
Availability Information ¹:	Currently Available
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²: Much of the site was assessed in Stage 3 of the site assessment process in association with a Principal Centre.
	Strategic Suitability³:
Economic Growth Strategy Contribution⁴:	Much of the site was assessed in the context of its potential to contribute to meeting the needs of Market Drayton. Market Drayton is located on the A41 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	MDR046
Site Address:	East of Maer Lane and North of the A53, Market Drayton
Approximate Site Size (Ha):	38.2
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	A large site located to the north of the A53 and north east of Market Drayton. The site consists of a series of agricultural fields.
Surrounding Character:	Character to the north and east is rural. Character to the south is predominantly residential. Character to the east is a mix of rural and land allocated for employment development.
Residential Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential
Employment Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential
Availability Information¹:	Currently Available
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The site was assessed in Stage 3 of the site assessment process in association with a Principal Centre.
	The site was assessed in the context of its potential to contribute to meeting the needs of Market Drayton. Market Drayton is located on the A41 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	MOR012
Site Address:	Land between Weston and Morda
Approximate Site Size (Ha):	45.4
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	A very large site consisting of numerous agricultural fields located between Weston and Morda. The southern element of the site contains a large pond and surrounding land is relatively boggy. The site is bounded by the A483 to the east; Weston Road to the north; Sunnyside (B5069) to the west; an access track to the pond and the pond itself to the south west and a wooded belt the south east.
Surrounding Character:	Surrounding land uses include agricultural uses to the south, south west and east. Commercial/employment land to the north east. Residential dwellings to the north west. A mix of public open space, a football ground, agricultural land and a depot to the north.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Currently Available
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³: The site is more closely associated with the built form of Morda than Oswestry.
	Economic Growth Strategy Contribution⁴: The site is in proximity of Morda and Oswestry. Oswestry is located on the A5 strategic corridor.

Summary:

Considered within the next stage of the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	OSW060
Site Address:	Land south of Whittington Road, Oswestry
Approximate Site Size (Ha):	27.4
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	Large strategic employment allocation consisting of a series of agricultural fields to the east of the A5 and south of the A495.
Surrounding Character:	Character to the south and east is agricultural. Character to the north is a mix of agricultural and commercial. Character to the west is primarily urban fringe and residential.
Residential Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential
Employment Suitability Information: (from SLAA)	Currently Suitable
Availability Information¹:	Currently Available
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The site was assessed in Stage 3 of the site assessment process in association with a Principal Centre.
	The site was assessed in the context of its potential to contribute to meeting the needs of Oswestry. Oswestry is located on the A5 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	RED006
<i>Site Address:</i>	Rednal Industrial Estate, Rednal
<i>Approximate Site Size (Ha):</i>	26.6
<i>Type of Site:</i>	Mixed
<i>If mixed, percentage brownfield:</i>	Approximately 28%
<i>General Description:</i>	The site consists of an industrial estate, surrounding landscaping and agricultural fields. The industrial estate consists of former RAF buildings associated with the adjacent airfield. Site boundaries are defined by access roads and field boundaries.
<i>Surrounding Character:</i>	Surrounding land uses include commercial buildings, rural dwellings, the airfield and agricultural land.
<i>Residential Suitability Information: (from SLAA)</i>	Not Suitable
<i>Employment Suitability Information: (from SLAA)</i>	Not Suitable
<i>Availability Information¹:</i>	Currently Available
<i>Achievability/Viability Information:</i>	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³: Sites isolated location.
	Economic Growth Strategy Contribution⁴: The site is located at Rednal. Rednal is located in proximity to, but off the A5 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	RUY020
Site Address:	Land at Brownhill, Ruyton XI Towns
Approximate Site Size (Ha):	28.9
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	10 agricultural fields outside development boundary on E and S edge of village. Currently in agricultural use for arable or pasture also includes number of modern agricultural buildings. Fields 9 and 10 separate from main area (fields 1 - 8) and almost entirely within floodplain of River Perry so have been excluded from this assessment. Site has residential development to the north along B4397 and to the west along Little Ness Road; to and east is further agricultural land. Boundaries are clearly defined with residential properties to north; by hedgerows/trees/fences and Little Ness Road to west; boundaries to south and east also made up of trees and hedgerows although for some sections there were no physical boundaries. Site has a short road frontage and current vehicle access with Little Ness Road and other vehicle access from B4397 in the north-east portion of the site. Pedestrian and cycle access via the same point to the B4397 and established network.
Surrounding Character:	Residential ribbon development along B4397 to north open countryside to east, south and south-west.
Residential Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential
Employment Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential
Availability Information¹:	Currently Available
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The site was assessed in Stage 3 of the site assessment process in association with a Principal Centre.
	The site was assessed in the context of its potential to contribute to meeting the needs of Ruyton XI Towns. Ruyton XI Towns is located in proximity to, but off the A5 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	P10
<i>Site Address:</i>	Land north of Priorslee Road and south of Haughton Road, west of Shifnal
<i>Approximate Site Size (Ha):</i>	95.2
<i>Type of Site:</i>	Greenfield
<i>If mixed, percentage brownfield:</i>	0%
<i>General Description:</i>	A very large and irregularly shaped site consisting of a significant number of agricultural fields; a leisure park focused on a number of large ponds used for fishing; and Wesley Brook and its environs. The site is located to the west of Shifnal.
<i>Surrounding Character:</i>	Character to the north, south and west is predominantly agricultural, although there is a motel to the west of the site. Character to the east is predominantly residential. The site wraps around Haughton Hall which is a hotel and event/conference centre.
<i>Residential Suitability Information: (from SLAA)</i>	Not Suitable
<i>Employment Suitability Information: (from SLAA)</i>	Not Suitable
<i>Availability Information¹:</i>	Availability Unknown
<i>Achievability/Viability Information:</i>	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²: The site was assessed in Stage 3 of the site assessment process in association with a Principal Centre.
	Strategic Suitability³: The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites. A portion of the site is located in flood zones 2 and/or 3. The remaining area of the site may still have potential.
	Economic Growth Strategy Contribution⁴: The site was assessed in the context of its potential to contribute to meeting the needs of Shifnal. Shifnal is located on the M54/A5 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	P16
<i>Site Address:</i>	Land at Lodgehill Farm, Shifnal
<i>Approximate Site Size (Ha):</i>	25.2
<i>Type of Site:</i>	Greenfield
<i>If mixed, percentage brownfield:</i>	0%
<i>General Description:</i>	A large irregularly shaped site consisting of a series of agricultural fields separated from the built form of the settlement by an adjacent agricultural field to the north of the site. The western boundary of the site is defined by Wesley Brook.
<i>Surrounding Character:</i>	Surrounding character is predominantly agricultural. However houses along Park Lane are located to the north east of the site.
<i>Residential Suitability Information: (from SLAA)</i>	Not Suitable
<i>Employment Suitability Information: (from SLAA)</i>	Not Suitable
<i>Availability Information¹:</i>	Availability Unknown
<i>Achievability/Viability Information:</i>	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²: The site was assessed in Stage 3 of the site assessment process in association with a Principal Centre.
	Strategic Suitability³: The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites.
	Economic Growth Strategy Contribution⁴: The site was assessed in the context of its potential to contribute to meeting the needs of Shifnal. Shifnal is located on the M54/A5 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	P17a
Site Address:	Land south of Priorslee Road and north of the railway line, Shifnal
Approximate Site Size (Ha):	34.0
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	A linear site consisting of a large number of agricultural fields, which projects out into the countryside from Shifnal.
Surrounding Character:	Character to the north, west and south is predominantly agricultural. Character to the east and south east is predominantly residential.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Availability Unknown
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²: The site was assessed in Stage 3 of the site assessment process in association with a Principal Centre.
	Strategic Suitability³: The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites. Two elements of the site contain identified outdoor sports facilities. The remaining area of the site may still have potential.
	Economic Growth Strategy Contribution⁴: The site was assessed in the context of its potential to contribute to meeting the needs of Shifnal. Shifnal is located on the M54/A5 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	P17b
<i>Site Address:</i>	Land at Custard Castle, Shifnal
<i>Approximate Site Size (Ha):</i>	30.1
<i>Type of Site:</i>	Greenfield
<i>If mixed, percentage brownfield:</i>	0%
<i>General Description:</i>	The site consists of three agricultural fields located to the north of Shaw Lane and south of the railway line.
<i>Surrounding Character:</i>	Surrounding character is predominantly agricultural. However there are several rural dwellings/farmhouses on large plots in proximity of the site, including Custard Castle which is surrounded by the site.
<i>Residential Suitability Information: (from SLAA)</i>	Not Suitable
<i>Employment Suitability Information: (from SLAA)</i>	Not Suitable
<i>Availability Information¹:</i>	Availability Unknown
<i>Achievability/Viability Information:</i>	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²: The site was assessed in Stage 3 of the site assessment process in association with a Principal Centre.
	Strategic Suitability³: The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites.
	Economic Growth Strategy Contribution⁴: The site was assessed in the context of its potential to contribute to meeting the needs of Shifnal. Shifnal is located on the M54/A5 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHF017
Site Address:	Lodge Hill, South West of Shifnal
Approximate Site Size (Ha):	35.7
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	Large greenfield site to the south west of Shifnal. The site consists of a series of agricultural fields that lie adjacent to the south western development boundary of Shifnal. The site is divided into three components by the A4169 and Wesley Brook (and associated environs). The site is located in the Green Belt.
Surrounding Character:	To the north west; south west and south east are agricultural fields. To the north east are residential dwellings within the settlement of Shifnal.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Currently Available
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The site was assessed in Stage 3 of the site assessment process in association with a Principal Centre.
	The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites. A portion of the site is located in flood zones 2 and/or 3. The remaining area of the site may still have potential.
	The site was assessed in the context of its potential to contribute to meeting the needs of Shifnal. Shifnal is located on the M54/A5 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHF018c
<i>Site Address:</i>	Land to the North East of Shifnal
<i>Approximate Site Size (Ha):</i>	79.5
<i>Type of Site:</i>	Greenfield
<i>If mixed, percentage brownfield:</i>	0%
<i>General Description:</i>	Large site to the north east of Shifnal. The site consists of a number of fields in agricultural use and a number of wooded areas. The site is defined by Coppice Green Lane to the west; the M54 to the north; Upton Lane to the east; and Stanton Road to the south.
<i>Surrounding Character:</i>	Land to the east, south and north (beyond the M54) is agricultural. Land to the west is predominantly open space, however there is an area of land to the north west which is currently being built out as residential development.
<i>Residential Suitability Information: (from SLAA)</i>	Not Suitable
<i>Employment Suitability Information: (from SLAA)</i>	Not Suitable
<i>Availability Information¹:</i>	Currently Available
<i>Achievability/Viability Information:</i>	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The site was assessed in Stage 3 of the site assessment process in association with a Principal Centre.
	The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites.
	The site was assessed in the context of its potential to contribute to meeting the needs of Shifnal. Shifnal is located on the M54/A5 strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2		
Site Reference:	SHF024	
<i>Site Address:</i>	Land located to the south of Junction 4 of the M54	
<i>Approximate Site Size (Ha):</i>	32.8	
<i>Type of Site:</i>	Greenfield	
<i>If mixed, percentage brownfield:</i>	0%	
<i>General Description:</i>	Large site located to the south of Junction 4 on the M54. The site consists of five agricultural fields and a wooded area.	
<i>Surrounding Character:</i>	Land to the south and east of the site is predominantly agricultural. Land to the west consists of a mixed use employment area. Land to the north includes a motorway service station and agricultural fields.	
<i>Residential Suitability Information: (from SLAA)</i>	Not Suitable	
<i>Employment Suitability Information: (from SLAA)</i>	Not Suitable	
<i>Availability Information¹:</i>	Currently Available	
<i>Achievability/Viability Information:</i>	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.	
Conclusion⁵	Availability¹:	
	Assessed with Specific Settlement²:	
	Strategic Suitability³:	The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites. The site is adjacent to the settlement of Telford.
	Economic Growth Strategy Contribution⁴:	The site is located adjacent to Telford. Telford is located on the M54/A5 strategic corridor.

Summary:

Considered within the next stage of the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHF034
<i>Site Address:</i>	Lodge Hill, Shifnal
<i>Approximate Site Size (Ha):</i>	70.0
<i>Type of Site:</i>	Greenfield
<i>If mixed, percentage brownfield:</i>	0%
<i>General Description:</i>	<p>A large area of land consisting of a number of agricultural fields located adjacent to the south and south-west boundary of Shifnal. The site is divided into four distinct areas by the railway line, A4169 and Park Lane. site boundaries are defined by a combination of roads, residential curtilages and agricultural field boundaries. The site is located within the Green Belt.</p> <p>It consists of a series of sites (specifically P15b, P16a, P17a, SHF017 and SHF019) previously assessed individually and subsequently re-promoted in combination.</p> <p>The combined sites was identified as a preferred area of safeguarded land within the Preferred Sites Consultation of the ongoing Local Plan Review.</p>
<i>Surrounding Character:</i>	Character to west, south and east is predominantly agricultural. Character to the north is predominantly residential.
<i>Residential Suitability Information: (from SLAA)</i>	Not Suitable - whilst the site itself has not been directly assessed, the components of the site have been.
<i>Employment Suitability Information: (from SLAA)</i>	Not Suitable - whilst the site itself has not been directly assessed, the components of the site have been.
<i>Availability Information¹:</i>	Currently Available
<i>Achievability/Viability Information:</i>	<p>Residential development is generally considered achievable and viable unless there are site specific issues evident.</p> <p>Employment development is generally considered achievable and viable where sites are specifically promoted for these uses.</p> <p>To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.</p>
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	<p>The components of the site were assessed in the context of its potential to contribute to meeting the needs of Shifnal.</p> <p>Whilst the site itself has not been directly assessed within the SLAA, the components of the site have been.</p> <p>The site is located in the Green Belt, however Shropshire Council is currently undertaking a Local Plan Review, which will be informed by a Green Belt Assessment and Review. The Local Plan Review process will determine whether any sites should be removed from the Green Belt and therefore determine the long term potential of such sites.</p> <p>A portion of the site is located in flood zones 2 and/or 3. The remaining area of the site may still have potential.</p> <p>Components of the site were assessed in the context of its potential to contribute to meeting the needs of Shifnal.</p> <p>Shifnal is located on the M54/A5 strategic corridor.</p>

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHF035
<i>Site Address:</i>	Land at Upton Lane, Shifnal
<i>Approximate Site Size (Ha):</i>	46.0
<i>Type of Site:</i>	Greenfield
<i>If mixed, percentage brownfield:</i>	0%
<i>General Description:</i>	<p>A large site consisting of several agricultural fields and two large fishing ponds located to the south-east of Shifnal. The site is divided into two distinct elements by Upton Lane. Land to the west of Upton Lane primarily consists of the two large fishing ponds and their environs. Land to the east of Upton Lane is primarily agricultural.</p> <p>Site boundaries are defined by the railway line to the north, the A464 to the south and agricultural field boundaries to east and west.</p>
<i>Surrounding Character:</i>	Character to east and west is primarily agricultural. Character to the north is a mix of agricultural and commercial. Character to the west is a mix of agricultural, residential and open space.
<i>Residential Suitability Information: (from SLAA)</i>	Not Assessed
<i>Employment Suitability Information: (from SLAA)</i>	Not Assessed
<i>Availability Information¹:</i>	Currently Available
<i>Achievability/Viability Information:</i>	<p>Residential development is generally considered achievable and viable unless there are site specific issues evident.</p> <p>Employment development is generally considered achievable and viable where sites are specifically promoted for these uses.</p> <p>To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.</p>
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³: Not Assessed
	Economic Growth Strategy Contribution⁴: Shifnal is located on the M54/A5 strategic corridor.

Summary:

Considered within the next stage of the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHR057
<i>Site Address:</i>	Land West of Gains Park Way, Shrewsbury
<i>Approximate Site Size (Ha):</i>	51.5
<i>Type of Site:</i>	Greenfield
<i>If mixed, percentage brownfield:</i>	0%
<i>General Description:</i>	Large greenfield site outside but adjacent to development boundary on west of Shrewsbury between Gains Park development and A5 bypass. Currently in agricultural use for mix of grazing, fodder and arable crops. Contains original but still operational Corner Farm (Oak Farm now in parcel SHR177) and associated buildings and The Yews individual property. Site has road frontage onto Gains Park Way, Mytton Oak Road and Corner Farm Drive with existing vehicle access off Corner Farm Drive. Site has clearly defined boundaries to the west with A5 bypass, east with Gains Park Way and south with Mytton Oak Rd; northern boundary is with Shrewsbury West SUE. Boundaries mostly trees and hedgerows some established and mature. Site has scattered trees throughout some mature but no TPO/Veteran trees recorded on site. Site is bisected by significant area within flood zones 2 and 3 - approx. 11% of site.
<i>Surrounding Character:</i>	Residential to east - Gains Park, agricultural to south and west and Shrewsbury SUE to north.
<i>Residential Suitability Information: (from SLAA)</i>	Not Currently Suitable but Future Potential
<i>Employment Suitability Information: (from SLAA)</i>	Not Currently Suitable but Future Potential
<i>Availability Information¹:</i>	Not Currently Available - likely to become so
<i>Achievability/Viability Information:</i>	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The site was assessed in Stage 3 of the site assessment process in association with a Strategic Centre.
	The site was assessed in the context of its potential to contribute to meeting the needs of Shrewsbury. The Economic Growth Strategy identifies Shrewsbury as a "nationally renowned historic County town and serves a much wider catchment including Mid Wales...".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHR058
Site Address:	Land at Sundorne Castle, east of Shrewsbury
Approximate Site Size (Ha):	34.7
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	<p>Large greenfield site to east of Shrewsbury outside but not adjacent to development boundary. Site currently in agricultural use for grazing and fodder crops. Site contains number of listed buildings associated with Sundorne Castle and number of residential properties. Also contains extensive area of filled ground on western boundary along line of canal arm, now heavily wooded with many established trees.</p> <p>Site is irregular shape and boundaries not always clearly defined.</p> <p>Site has road frontage onto Newport Rd (B5062) and existing vehicle access; pedestrian access is difficult as no existing pavement or footway. To the south of site is Shrewsbury Rugby Club, to the west is agricultural land and a solar farm; to the east and north is agricultural land. Site also contains Sundorne Pool Local Wildlife Site and significant area in flood zones 2 and 3 approx. 22% of site. The south-western corner of the site is also bisected by 33kv overhead lines.</p>
Surrounding Character:	Surrounding uses are primarily agricultural, although there is a solar farm to the north-west and outdoor sports facilities to the south-east.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information ¹ :	Availability Unknown
Achievability/Viability Information:	<p>Residential development is generally considered achievable and viable unless there are site specific issues evident.</p> <p>Employment development is generally considered achievable and viable where sites are specifically promoted for these uses.</p> <p>To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.</p>
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
Economic Growth Strategy Contribution⁴:	
	<p>As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.</p> <p>In isolation, the site is separated from the built form of the settlement, but there are other site promotions within this area of separation (and the other site is considered available, of an appropriate size and the strategic assessment has not identified a significant constraint).</p> <p>Approximately 22% of the site is located within flood zones 2 and/or 3.</p> <p>The site contains part of a Local Wildlife Site.</p> <p>The site contains 5 grade 2 listed buildings.</p> <p>The remaining area of the site may still have potential.</p> <p>The site is located in proximity of Shrewsbury.</p> <p>The Economic Growth Strategy identifies Shrewsbury as a "nationally renowned historic County town and serves a much wider catchment including Mid Wales...".</p>

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHR105
Site Address:	Golf Course, Oteley Road, Shrewsbury
Approximate Site Size (Ha):	35.0
Type of Site:	Mixed
If mixed, percentage brownfield:	Approx. 15%
General Description:	<p>Site on southern edge of town within development boundary. Currently municipal golf course. Site bisected by Shrewsbury - Ludlow rail line and A5112 Hazeldine Way. Managed golf course appearance with parcel on eastern edge of site in agricultural use. Rea Brook forms the northern boundary and also runs through site - Local Nature Reserve. Site contains a number of mature trees and established hedgerows. The site boundaries are clearly defined by the Rea Brook to the north and west; by B4380 Oteley Rd to the south and with Sutton Grange to the east.</p> <p>Road frontage to B4380 access to existing established footpath links. Shropshire Way long distance path, Rea Brook LNR and other PROWs cross the site. Relatively flat site with some undulations but steep river terrace on north-western boundary.</p>
Surrounding Character:	Residential to west, north and east. Agricultural to the east. To the south is the B4380 and meole Brace retail park, STFC football stadium and mixed agricultural land. To the south-west is a fitness gym and pitch and putt site.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Availability Unknown
Achievability/Viability Information:	<p>Residential development is generally considered achievable and viable unless there are site specific issues evident.</p> <p>Employment development is generally considered achievable and viable where sites are specifically promoted for these uses.</p> <p>To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.</p>
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²:
	Strategic Suitability³: Much of the site is an identified outdoor sports facility; natural/semi-natural open space; or amenity green space. Elements of the site are also located within flood zones 2 and/or 3.
Economic Growth Strategy Contribution⁴:	The site is located in proximity of Shrewsbury. The Economic Growth Strategy identifies Shrewsbury as a "nationally renowned historic County town and serves a much wider catchment including Mid Wales...".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHR109
Site Address:	Land at Cross Hill (West of Cross Hill Farm; North of Hencott Farm; East of Railway), Shrewsbury
Approximate Site Size (Ha):	50.7
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	<p>Large area of agricultural land to the west of and separated from the development boundary. Adjoining Shrewsbury - Chester rail line south of Hencott Pool SSSI/Ramsar/LWS. No obvious access or road frontage.</p> <p>Western boundary with rail line; Southern boundary with track to Hencott Farm; Eastern and Northern boundaries comprise hedgerow and trees with adjacent agricultural land. Veteran trees also present on site.</p>
Surrounding Character:	Primarily agricultural. Hencott Pool SSSI/Ramsar site adjacent to north.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Not Currently Available - likely to become so
Achievability/Viability Information:	<p>Residential development is generally considered achievable and viable unless there are site specific issues evident.</p> <p>Employment development is generally considered achievable and viable where sites are specifically promoted for these uses.</p> <p>To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.</p>
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	<p>The site was assessed in Stage 3 of the site assessment process in association with a Strategic Centre.</p> <p>In isolation, the site is separated from the built form of the settlement, but there are other site promotions within this area of separation (and the other site is considered available, of an appropriate site and the strategic assessment has not identified a significant constraint).</p> <p>The site was assessed in the context of its potential to contribute to meeting the needs of Shrewsbury.</p> <p>The Economic Growth Strategy identifies Shrewsbury as a "nationally renowned historic County town and serves a much wider catchment including Mid Wales..."</p>

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHR157
Site Address:	Land south of the A5, The Day House, Nobold, Shrewsbury
Approximate Site Size (Ha):	42.7
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	<p>Large site to the west of and adjacent to Shrewsbury A5 bypass forming an irregular area stretching from Shrewsbury-Aberystwyth rail line to A488. Site comprises a number of fields used for pasture/fodder crops with some arable land. Some remnant hedgerow boundaries and established trees separating fields internally. Clear boundaries with rail line and A5 bypass with established trees on the latter; remaining boundaries to east and west are not clearly defined apart from short stretch along A488.</p> <p>Site has road frontage and potential access onto A488 by 'Twomile Houses' approx. 250m from junction on A5 bypass. Pedestrian access is very poor as there are no existing network or footways.</p> <p>Site is isolated from any development by road and rail line, over 500m to nearest residential development and over 1500m to nearest facilities in Hanwood.</p>
Surrounding Character:	Agricultural land; village of Hanwood is approximately 1.5km to the west and the edge of Shrewsbury is approximately 1 - 1.5km to the east.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Currently Available
Achievability/Viability Information:	<p>Residential development is generally considered achievable and viable unless there are site specific issues evident.</p> <p>Employment development is generally considered achievable and viable where sites are specifically promoted for these uses.</p> <p>To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.</p>
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	<p>The site was assessed in Stage 3 of the site assessment process in association with a Strategic Centre.</p> <p>In isolation, the site is separated from the built form of the settlement, but there are other site promotions within this area of separation (and the other site is considered available, of an appropriate site and the strategic assessment has not identified a significant constraint).</p> <p>The site was assessed in the context of its potential to contribute to meeting the needs of Shrewsbury.</p> <p>The Economic Growth Strategy identifies Shrewsbury as a "nationally renowned historic County town and serves a much wider catchment including Mid Wales...".</p>

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHR157 (Amended)
Site Address:	Land south of the A5, The Day House, Nobold, Shrewsbury
Approximate Site Size (Ha):	63.5
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	<p>Large site to the west of and adjacent to Shrewsbury A5 bypass, stretching from Shrewsbury-Aberystwyth rail line to A488. Site comprises a number of fields used for pasture/fodder crops with some arable land. Some remnant hedgerow boundaries and established trees separating fields internally. Clear boundaries with rail line, A5 bypass (established trees along the boundary) A488 and line of the former railway sidings.</p> <p>Site has road frontage and potential access onto A488. Pedestrian access is very poor as there are no existing network or footways.</p> <p>Site is isolated from any development by road and rail line.</p>
Surrounding Character:	Agricultural land; village of Hanwood is approximately 1.5km to the west and the edge of Shrewsbury is approximately 1 - 1.5km to the east.
Residential Suitability Information: (from SLAA)	Not Suitable - whilst the site itself has not been directly assessed, the majority of the site did form part of a site assessment.
Employment Suitability Information: (from SLAA)	Not Suitable - whilst the site itself has not been directly assessed, the majority of the site did form part of a site assessment.
Availability Information¹:	Currently Available
Achievability/Viability Information:	<p>Residential development is generally considered achievable and viable unless there are site specific issues evident.</p> <p>Employment development is generally considered achievable and viable where sites are specifically promoted for these uses.</p> <p>To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.</p>
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	<p>Much of the site was assessed in Stage 3 of the site assessment process in association with a Strategic Centre.</p> <p>In isolation, the site is separated from the built form of the settlement, but there are other site promotions within this area of separation (and the other site is considered available, of an appropriate site and the strategic assessment has not identified a significant constraint).</p> <p>Much of the site was assessed in the context of its potential to contribute to meeting the needs of Shrewsbury.</p> <p>The Economic Growth Strategy identifies Shrewsbury as a "nationally renowned historic County town and serves a much wider catchment including Mid Wales...".</p>

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHR158
Site Address:	Land at Upper Edgebold, Shrewsbury
Approximate Site Size (Ha):	75.5
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	Large irregular shaped greenfield site outside but adjacent to development boundary on western edge of Shrewsbury urban area bordered by A5 bypass on western side. Site comprises 5 agricultural fields currently used for grazing/fodder/arable crops and farmhouse/complex of Upper Edgebold. Southern boundary of site is with Hanwood Road (A488) and Mount Edgebold Farm; Northern with SC freehold area identified as future burial facility off Mytton Oak Road and with Ashleigh Farm; Eastern boundary with allocated site 'Land at Bowbrook' (SHREW030/R) and agricultural land. Site has road frontage and potential access off Hanwood Road (A488) and potentially from A5 bypass. Site boundaries are defined by adjacent road routes and established trees/hedgerows - some scattered. Site is isolated from urban area currently but will have connection when allocated site completed.
Surrounding Character:	Agricultural land and road routes.
Residential Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential
Employment Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential
Availability Information¹:	Currently Available
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The site was assessed in Stage 3 of the site assessment process in association with a Strategic Centre.
	The site was assessed in the context of its potential to contribute to meeting the needs of Shrewsbury. The Economic Growth Strategy identifies Shrewsbury as a "nationally renowned historic County town and serves a much wider catchment including Mid Wales...".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHR166
<i>Site Address:</i>	Land to the north of the railway line; west of the A49; and east and south of the river severn, Shrewsbury
<i>Approximate Site Size (Ha):</i>	43.3
<i>Type of Site:</i>	Greenfield
<i>If mixed, percentage brownfield:</i>	0%
<i>General Description:</i>	<p>Large greenfield site outside development boundary east of River Severn bounded by river to east and north, A49 bypass to west and Shrewsbury-Wolverhampton rail line to south. Site is landlocked but has boundary with A49 bypass nor is their current access. Pedestrian and cycle access not currently possible.</p> <p>Site boundaries defined by hedgerows /trees with A49 bypass and railway. Site boundary on west is arbitrary line drawn to avoid flood zone although element of site is still within zones 2 and 3.</p> <p>Site is separated from urban area by river and has not well related to existing settlement.</p>
<i>Surrounding Character:</i>	Agricultural land and riparian zone.
<i>Residential Suitability Information: (from SLAA)</i>	Not Currently Suitable but Future Potential
<i>Employment Suitability Information: (from SLAA)</i>	Not Currently Suitable but Future Potential
<i>Availability Information ¹ :</i>	Currently Available
<i>Achievability/Viability Information:</i>	<p>Residential development is generally considered achievable and viable unless there are site specific issues evident.</p> <p>Employment development is generally considered achievable and viable where sites are specifically promoted for these uses.</p> <p>To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.</p>
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²: The site was assessed in Stage 3 of the site assessment process in association with a Strategic Centre.
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴: The site was assessed in the context of its potential to contribute to meeting the needs of Shrewsbury. The Economic Growth Strategy identifies Shrewsbury as a "nationally renowned historic County town and serves a much wider catchment including Mid Wales...".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHR174
<i>Site Address:</i>	Land West of Ellesmere Road, Shrewsbury
<i>Approximate Site Size (Ha):</i>	93.2
<i>Type of Site:</i>	Mixed
<i>If mixed, percentage brownfield:</i>	Approx. 1%
<i>General Description:</i>	Large site consisting of a number of agricultural fields; the Hencott Wood/Pool wildlife site; and Crosshill Farm to the north of Shrewsbury - west of Ellesmere Road.
<i>Surrounding Character:</i>	Character to the north and west is agricultural. Character to the south is primarily agricultural and residential. Character to the east is primarily residential.
<i>Residential Suitability Information: (from SLAA)</i>	Not Currently Suitable but Future Potential
<i>Employment Suitability Information: (from SLAA)</i>	Not Currently Suitable but Future Potential
<i>Availability Information¹:</i>	Currently Available
<i>Achievability/Viability Information:</i>	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The site was assessed in Stage 3 of the site assessment process in association with a Strategic Centre.
	The site was assessed in the context of its potential to contribute to meeting the needs of Shrewsbury. The Economic Growth Strategy identifies Shrewsbury as a "nationally renowned historic County town and serves a much wider catchment including Mid Wales...".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHR176
<i>Site Address:</i>	North of Preston Street, Shrewsbury
<i>Approximate Site Size (Ha):</i>	29.4
<i>Type of Site:</i>	Mixed
<i>If mixed, percentage brownfield:</i>	Approx. 2%
<i>General Description:</i>	Large greenfield site outside but adjacent to development boundary on eastern edge of Shrewsbury between built form and River Severn. Currently in agricultural use for arable/fodder crops and also contains Weir Hill farm and associated buildings and small site of mobile homes. Site does not have clear road frontage but has junction with and access via Preston Street. Cycle and pedestrian access also via Preston Street to established network. Boundaries with established residential to west; River Severn to east; Shrewsbury-Wolverhampton rail line to north; Robertsford Cottages and access track and further agricultural land to south. Boundaries are clearly defined and also defined by established trees and hedgerows in parts especially in north and south. Site is bordered by existing residential land and allocated site SHREW027 to south so would be well related to settlement and extend built form to river.
<i>Surrounding Character:</i>	Agricultural and residential.
<i>Residential Suitability Information: (from SLAA)</i>	Not Currently Suitable but Future Potential
<i>Employment Suitability Information: (from SLAA)</i>	Not Currently Suitable but Future Potential
<i>Availability Information¹:</i>	Not Currently Available - likely to become so
<i>Achievability/Viability Information:</i>	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The site was assessed in Stage 3 of the site assessment process in association with a Strategic Centre.
	The site was assessed in the context of its potential to contribute to meeting the needs of Shrewsbury. The Economic Growth Strategy identifies Shrewsbury as a "nationally renowned historic County town and serves a much wider catchment including Mid Wales..."

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHR181
Site Address:	Land south west of Ellesmere Road Roundabout, Shrewsbury
Approximate Site Size (Ha):	42.4
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	Large greenfield site outside but adjacent to development boundary on the western edge of the settlement. Flat site currently in use for arable/fodder crops. Bounded to north by Huffley Lane and site SHR174; to west by further agricultural land; to south by Hencott Pool SSSI and RAMSAR site and further agricultural land; and to east by Ellesmere Road and then residential development. Boundaries defined to north and east by road network and to west and south by field boundaries consisting of established trees and hedgerows. Site also contains mature trees and hedgerows and small pond in the north-west corner. Site has road frontage and vehicle access to both Ellesmere Road and Huffley Lane. Cycle and pedestrian access via both roads to existing established network.
Surrounding Character:	Agricultural and residential.
Residential Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential
Employment Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential
Availability Information¹:	Not Currently Available - likely to become so
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The site was assessed in Stage 3 of the site assessment process in association with a Strategic Centre.
	The site was assessed in the context of its potential to contribute to meeting the needs of Shrewsbury. The Economic Growth Strategy identifies Shrewsbury as a "nationally renowned historic County town and serves a much wider catchment including Mid Wales...".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHR190
Site Address:	Land west of Nobold, Shrewsbury
Approximate Site Size (Ha):	37.0
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	Large greenfield site outside development boundary to west of Shrewsbury. Currently in agricultural use for grazing/pasture. Site is surrounded by further agricultural land and has boundaries with residential properties in Nobold on south-eastern corner. Site boundaries defined mixture by hedges, trees and fencing. Site has limited road frontage with Nobold Lane in the south-eastern corner and access from surfaced track to Day House farm. No pedestrian access; cycle links via Nobold Lane to existing network.
Surrounding Character:	Agricultural.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Currently Available
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The site was assessed in Stage 3 of the site assessment process in association with a Strategic Centre.
	In isolation, the site is separated from the built form of the settlement, but there are other site promotions within this area of separation (and the other site is considered available, of an appropriate site and the strategic assessment has not identified a significant constraint).
	The site was assessed in the context of its potential to contribute to meeting the needs of Shrewsbury. The Economic Growth Strategy identifies Shrewsbury as a "nationally renowned historic County town and serves a much wider catchment including Mid Wales...".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:
- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHR192
Site Address:	Day House Farm, North of A5, south west of Shrewsbury
Approximate Site Size (Ha):	34.8
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	Large greenfield site to west of Shrewsbury, outside the development boundary. Site currently in agricultural use for grazing/pasture and fodder crops. Site includes current Day House farm complex and associated buildings. Site is bounded by A5 bypass to west, Newton Farm and farmland to north and further agricultural land to east and south. Site boundaries are not always clearly defined but mixture of hedgerows, trees and fences. Site has road frontage to A5 bypass but otherwise none other and is accessed via surfaced track from Nobold Lane. No pedestrian access; cycle access via Nobold Lane to existing network.
Surrounding Character:	Agricultural land.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Currently Available
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The site was assessed in Stage 3 of the site assessment process in association with a Strategic Centre.
	In isolation, the site is separated from the built form of the settlement, but there are other site promotions within this area of separation (and the other site is considered available, of an appropriate site and the strategic assessment has not identified a significant constraint).
	The site was assessed in the context of its potential to contribute to meeting the needs of Shrewsbury. The Economic Growth Strategy identifies Shrewsbury as a "nationally renowned historic County town and serves a much wider catchment including Mid Wales...".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHR196
Site Address:	Land at Nobold House, Shrewsbury
Approximate Site Size (Ha):	32.0
Type of Site:	Mixed
If mixed, percentage brownfield:	Approx. 5%
General Description:	Greenfield site to west of Shrewsbury part adjacent to the development boundary. Site is currently in general agricultural use primarily for grazing and fodder crops, although landscape has parkland appearance for much of site. Site has 2 distinct parcels: smaller northern section to north of Hanwood Road comprising farmland and a farm complex of Oakfield's and residential property of Oakfield's. South of Hanwood Road and west of Nobold Lane is a larger element comprised of land around and properties of Nobold House and Nobold House Cottage. Site also includes part of site of brickworks and former clay pit off Hanwood Road. Site is bounded by Nobold Lane to east; access track to Day House Farm to south; farmland to west and north; and the north-eastern corner with residential estate development. Site boundaries are defined by established trees and hedgerows with some additional fencing in places. Site contains many established trees and hedgerows for amenity value and as internal boundaries, also includes sizeable pond in southern portion of site. Site has road and vehicle access to Nobold Lane and Hanwood Road. Pedestrian and cycle links via both to existing established network.
Surrounding Character:	Agricultural and open space; residential to north-east.
Residential Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential
Employment Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential
Availability Information¹:	Availability Unknown
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴: The site is located in proximity of Shrewsbury. The Economic Growth Strategy identifies Shrewsbury as a "nationally renowned historic County town and serves a much wider catchment including Mid Wales...".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHR197
Site Address:	Land south east of Battlefield Roundabout, Shrewsbury
Approximate Site Size (Ha):	32.8
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	Large greenfield site adjacent to development boundary on north-eastern corner of Shrewsbury. Currently in agricultural use for grazing/fodder crops. Site is split into 5 distinct fields, sub-divided by established trees and hedgerows. Site is bounded by agricultural land and A53 to north, further agricultural land to east and south and by the A49 bypass and residential development to the west. Site boundaries are comprised largely of established trees and hedgerows on all sides and site also contains a number of small ponds. Site has road frontage and vehicle access onto A53. There are no pedestrian links currently and cycle access is via A53 to established network.
Surrounding Character:	Agricultural and residential.
Residential Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential
Employment Suitability Information: (from SLAA)	Not Currently Suitable but Future Potential
Availability Information¹:	Currently Available
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The site was assessed in Stage 3 of the site assessment process in association with a Strategic Centre.
	The site was assessed in the context of its potential to contribute to meeting the needs of Shrewsbury. The Economic Growth Strategy identifies Shrewsbury as a "nationally renowned historic County town and serves a much wider catchment including Mid Wales...".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHR198
<i>Site Address:</i>	Land north east of the Livestock Market and north east of Shrewsbury
<i>Approximate Site Size (Ha):</i>	48.9
<i>Type of Site:</i>	Greenfield
<i>If mixed, percentage brownfield:</i>	0%
<i>General Description:</i>	The site consists of a series of agricultural fields located to the north east of the Livestock Market and north of the A53.
<i>Surrounding Character:</i>	Surrounding character is predominantly agricultural, with the exception of the adjacent livestock market/employment site and a small number of rural dwellings.
<i>Residential Suitability Information: (from SLAA)</i>	Not Suitable
<i>Employment Suitability Information: (from SLAA)</i>	Not Currently Suitable but Future Potential
<i>Availability Information¹:</i>	Currently Available
<i>Achievability/Viability Information:</i>	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The site was assessed in Stage 3 of the site assessment process in association with a Strategic Centre.
	In isolation, the site is separated from the built form of the settlement, but there are other site promotions within this area of separation (and the other site is considered available, of an appropriate site and the strategic assessment has not identified a significant constraint).
	The site was assessed in the context of its potential to contribute to meeting the needs of Shrewsbury. The Economic Growth Strategy identifies Shrewsbury as a "nationally renowned historic County town and serves a much wider catchment including Mid Wales...".

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHR218
Site Address:	Land north of A5, south west of Shrewsbury
Approximate Site Size (Ha):	82.6
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	<p>Large greenfield site to west of Shrewsbury outside development boundary. Site currently in agricultural use for grazing/pasture and fodder crops. Site includes current Day House farm complex and associated buildings.</p> <p>Site is bounded by the A5 bypass to south and west; Roman Road (footpath) for much of the north (the remainder is defined by field boundaries); and field and property boundaries to the east.</p> <p>Site has road frontage to A5 bypass; a via surfaced track from Nobold Lane; and small portion of Nobold Lane.</p>
Surrounding Character:	Much of the surrounding land is in agricultural use. The settlement of Nobold is located adjacent to the sites eastern boundary.
Residential Suitability Information: (from SLAA)	Not Suitable - whilst the site itself has not been directly assessed within the SLAA, the components of the site have been.
Employment Suitability Information: (from SLAA)	Not Suitable - whilst the site itself has not been directly assessed within the SLAA, the components of the site have been.
Availability Information ¹:	Currently Available
Achievability/Viability Information:	<p>Residential development is generally considered achievable and viable unless there are site specific issues evident.</p> <p>Employment development is generally considered achievable and viable where sites are specifically promoted for these uses.</p> <p>To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.</p>
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	<p>The components of the site were assessed in Stage 3 of the site assessment process in association with a Strategic Centre.</p> <p>In isolation, the site is separated from the built form of the settlement, but there are other site promotions within this area of separation (and the other site is considered available, of an appropriate site and the strategic assessment has not identified a significant constraint).</p> <p>The components of the site was assessed in the context of its potential to contribute to meeting the needs of Shrewsbury.</p> <p>The Economic Growth Strategy identifies Shrewsbury as a "nationally renowned historic County town and serves a much wider catchment including Mid Wales...".</p>

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	SHH002
Site Address:	Land at Stanton on Hine Heath
Approximate Site Size (Ha):	46.1
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	A very large site located to the north of Stanton on Hine Heath. The site consists of two large agricultural fields divided by an agricultural lane. Site boundaries are defined in part by agricultural field boundaries, an agricultural lane, Booley Road, property boundaries and are in part undefined, running through fields.
Surrounding Character:	Surrounding land uses are primarily agricultural, although the sites southern boundary abuts Stanton on Hine Heath.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Availability Unknown
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²:
	Strategic Suitability³: Sites isolated location.
Economic Growth Strategy Contribution⁴:	The site is located in proximity to Stanton on Hine Heath. Stanton on Hine Heath is not located on a strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	BNT002
<i>Site Address:</i>	Clive Barracks, Tern Hill
<i>Approximate Site Size (Ha):</i>	71.7
<i>Type of Site:</i>	Mixed
<i>If mixed, percentage brownfield:</i>	Approx. 75%
<i>General Description:</i>	The site consists of the Clive Barracks MOD Facility and ancillary land. Boundaries are in the majority well defined by the extent of the MOD facility.
<i>Surrounding Character:</i>	Surrounding character is a mix of agricultural, residential and defence (Tern Hill Airfield).
<i>Residential Suitability Information: (from SLAA)</i>	Not Currently Suitable but Future Potential
<i>Employment Suitability Information: (from SLAA)</i>	Not Currently Suitable but Future Potential
<i>Availability Information¹:</i>	Currently Available
<i>Achievability/Viability Information:</i>	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹:
	Assessed with Specific Settlement²:
	Strategic Suitability³:
	Economic Growth Strategy Contribution⁴:
	The Economic Growth Strategy identifies the opportunity associated with Clive Barracks, Tern Hill which is located on the A41 strategic corridor.

Summary:

Considered within the next stage of the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	WAH006
Site Address:	Land at Wattlesborough
Approximate Site Size (Ha):	88.3
Type of Site:	Greenfield
If mixed, percentage brownfield:	0%
General Description:	A very large, irregularly shaped site consisting of a series of agricultural fields. Site boundaries are primarily formed by agricultural field boundaries, roads and property curtilages.
Surrounding Character:	Surrounding uses are primarily agricultural, apart from the residential properties of Wattleborough Heath and rural dwellings in the wider countryside.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Availability Unknown
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²:
	Strategic Suitability³: Sites isolated location.
	Economic Growth Strategy Contribution⁴: The site is located in proximity to Wattlesborough. Wattlesborough is not located on a strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:
- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Strategic Sites Assessment - Part 2	
Site Reference:	WIC010
Site Address:	Bridgemere Garden Centre, north of Woore
Approximate Site Size (Ha):	25.50
Type of Site:	Mixed
If mixed, percentage brownfield:	Approximately 40%
General Description:	A large isolated site that is currently used as a garden centre and other retail outlets. The site has other associated development including car parking etc. The site straddles the Shropshire / Cheshire boundary.
Surrounding Character:	The surrounding area is agricultural in nature.
Residential Suitability Information: (from SLAA)	Not Suitable
Employment Suitability Information: (from SLAA)	Not Suitable
Availability Information¹:	Availability Unknown
Achievability/Viability Information:	Residential development is generally considered achievable and viable unless there are site specific issues evident. Employment development is generally considered achievable and viable where sites are specifically promoted for these uses. To confirm these conclusions, a viability assessment will be undertaken to inform the Local Plan Review.
Conclusion⁵	Availability¹: As the sites availability for either residential and/or employment development is unknown the site will not proceed to the next stage of the site assessment process.
	Assessed with Specific Settlement²:
	Strategic Suitability³: Sites isolated location.
	Economic Growth Strategy Contribution⁴: The site is located north of Woore, straddling the Shropshire/Cheshire border. It is not located on a strategic corridor.

Summary:

Removed from the site assessment process due to conclusions reached regarding the sites availability, potential to contribute to the economic growth strategy, association with a specific settlement and/or suitability.

¹ A site is considered to be available for either residential and/or employment development where it has been actively promoted for this form of development during the preparation of the current Local Plan (Core Strategy and SAMDev Plan); during the most recent 'call for sites'; or during the ongoing Local Plan Review. It is also considered to be available where there has been a recent Planning Application for a relevant use on the site (whether successful or not); or where officers have particular knowledge about a sites availability.

² A strategic site is considered to be one which is not associated with meeting the specific needs of a settlement.
Sites assessed in Stage 3 of the Site Assessment process for a specific settlement are considered to be associated with meeting the specific needs of a settlement.

³ Commentary is provided about the sites strategic suitability where it was rejected within the SLAA.

⁴ The Local Plan and any strategic sites identified within it should respond directly to the County's Economic Growth Strategy and specifically reflect the objective to prioritise investment along strategic corridors and growth zones, utilising existing road and rail connections.
In summary, the strategic corridors and growth zones are:

- M54/A5 East Corridor: supporting Shropshire's links to the West Midlands region; opportunities around Bridgnorth as a Principal Centre; and the former Ironbridge Power Station.
- A5 West Corridor: including the Principal centre of Oswestry as Shropshire's second largest market town.
- Central Shropshire: focussed primarily on opportunities in Shrewsbury as the County Town and Strategic Centre.
- North East Shropshire and the A41 corridor: connected to the delivery of HS2; supporting opportunities associated with Whitchurch, Market Drayton and Clive Barracks, Tern Hill.
- A49 corridor: including settlements along the corridor especially opportunities around Ludlow as the key historic, market town.

⁵ Where a site does not comply with one or more of the Conclusion criteria, the relevant criteria will be highlighted.

Stage 3 Site Assessments:

Site Assessment - Part 3

Site Reference:	P26 (Amended)
<i>Coal Authority Reference Area?</i>	FALSE
<i>Mineral Safeguarding Area?</i>	TRUE
<i>Percentage of site in Flood Zone 3:</i>	2%
<i>Percentage of site in Flood Zone 2:</i>	3%
<i>Percentage of site in Flood Zone 1:</i>	97%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	4%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations (from the GB Assessment/Review):</i>	<p>Within the Green Belt Assessment undertaken for Shropshire indicates that this area of search is considered within three Green Belt Parcels (P4, P8 and P25). The assessment indicates that these parcels make no contribution against purposes 1a and 1b; make no contribution or perform weakly against purposes 2 and 4; and perform either moderately or strongly against purpose 3.</p> <p>Within the Green Belt Review undertaken for Shropshire elements of this site is considered within the two parcels (Parcel P4 was not specifically assessed) and the majority is also considered within opportunity area (J3-1). The review of the relevant parcels indicates that there would be either moderate-high or high harm to the Green Belt resulting from release (it is considered likely that there would be high harm to the Green Belt resulting from release, associated with Parcel P4). Release would lead to significant encroachment on the countryside; could affect the integrity of neighbouring Green Belt land; and would also lead to the creation of a new area inset into the Green Belt.</p> <p>The review of the relevant opportunity area indicates there would be high harm to the Green Belt resulting from release.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The site is adjacent to the A41 immediately north of junction 3 of the M54 and the views of Highways England would need to be sought. This section of the A41 is subject to the national speed limit. The site controls sufficient land to facilitate new and/or improved access points onto the A41 together with appropriate speed limits and pedestrian crossing facilities.</p> <p>If this site was developed as a strategic settlement it is assumed that local services / facilities would be provided within a master plan that gave priority to sustainable modes of transport for local trips to these facilities. However, in the initial phases of the development it is likely that facilities and services from outside the locality will need to be used. In these circumstances the nearest schools are over 4.0km from the site in Shifnal or Albrighton to which school transport would need to be provided. The nearest GP surgeries are also in Shifnal or Albrighton and a similar distance away. The site is adjacent to the A41 which has no pedestrian crossing facilities. An hourly bus service (891) operates along the A41 and Stanmore Lane between Shifnal (Telford) and Albrighton (Wolverhampton) but some parts of these sites would be 3.0km from the existing service route. The site is not linked to Albrighton or Shifnal by a continuous footway or cycle route.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store & Public Transport Service):	

<i>Ecology Comments</i> <i>Significant Constraints:</i>	Only reduced numbers of housing possible as protection of Environmental Network (two water courses and south eastern tip unlikely to be fully possible in open space provision. Due to the large size of the proposed development area, HRA may be required for recreational impacts, particularly on Cannock Chase - this will need to be checked with NE. HRA may also require bespoke modelling for traffic emissions and water cycle.
<i>Ecology Comments</i> <i>Other Constraints:</i>	EclA required. Surveys for GCN (in ponds on site and within 500m), Dormice, Badgers (known records), Bats (records on site), nesting birds, vascular plants, reptiles, Otters, Water Voles and White-clawed Crayfish (many records along watercourse). Hedges, tree lines and water courses provide valuable ecological networks. Environmental Network crosses the site and lies adjacent to it.
<i>Ecology Comments</i> <i>Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines within the site and on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. Wooded corridors along the streams, including Church Pool, are to be retained, protected and buffered. Retain good quality habitat within the south-eastern tip. Maintenance of dark commuting routes, linked to water courses. Protection/mitigation for White-clawed crayfish if any drainage connections to the water courses. Pollution prevention including oil and silt interceptors.
<i>Ecology Comments</i> <i>Opportunities:</i>	Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. Include major footpaths within connections. Provide a network of open space and green corridors connecting with the Env. Network and buffer the wooded banks of the streams to minimise recreational and other impacts.
<i>Heritage Comments</i> <i>Significant Constraints:</i>	
<i>Heritage Comments</i> <i>Other Constraints:</i>	Very large site that incorporates numerous designated (7 GII Listed Buildings) and non-designated heritage assets (including those with archaeological interest). Site also in close proximity to the Boundary of the Tong Conservation Area which contains a further cluster of listed buildings (including 1 GI and 1 GII* LB), and site also has some potential to affect the setting of the Grade II* Registered Park and Garden and Conservation Area of Weston Park/Weston-under-Lizard. Substantial number of metal detectorists finds. Development will potentially directly and indirectly impact on the significance of a range of these assets.
<i>Heritage Comments</i> <i>Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs; impacts on non-designated parklands and historic landscape character; archaeological DBA + field evaluation).
<i>Heritage Comments</i> <i>Opportunities:</i>	Well designed development might offer opportunities to improve/ restore the non-designated parkland settings of some LBs. S106 agreements could be used to secure enhancements (including management, access and interpretation) for SMs and other heritage assets.
<i>Tree Comments</i> <i>Significant Constraints:</i>	TPO trees to rear of the Bell Inn / filling station.
<i>Tree Comments</i> <i>Other Constraints:</i>	Corridor of mature woodland runs north / south through site and block of woodland to southern corner. Connectivity to the south interrupted by M54. Numerous trees, groups of trees and hedgerows around and within site.
<i>Tree Comments</i> <i>Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Ensure reasonable development stand-off from woodland.
<i>Tree Comments</i> <i>Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Incorporate good trees and tree groups as part of open space within development and plan strategically for a network of connected green infrastructure. Extend woodland cover and create suitable buffer with built development. Look to connect to large block of woodland to the north / west of the site.
<i>Public Protection Comments</i> <i>Significant Constraints:</i>	
<i>Public Protection Comments</i> <i>Other Constraints:</i>	Possible land contamination where land has been previously developed. Noise and air quality concerns where the site adjoins the M54 and A41.
<i>Public Protection Comments</i> <i>Management of Constraints:</i>	Remediation likely to be available for contaminated land. Appropriate assessments will be necessary. Noise mitigation likely to be available. As a first option it is recommended that noise sensitive receptors (residential properties) are provided with sufficient distance from noise sources to avoid issues. Where this is not possible good design and layout including orientation and layout of development, glazing barriers including fencing and bunding, mechanical ventilation. Air quality concerns can be removed by ensuring there is appropriate distance between proposed residential properties and main roads.
<i>Public Protection Comments</i> <i>Opportunities:</i>	
<i>Sustainability Appraisal Conclusion (Residential):</i>	Poor

Sustainability Appraisal Conclusion (Employment):	Poor
Strategic Considerations:	<p>The site is located on the M54/A5 strategic corridor. The opportunity associated with this corridor is recognised within the Economic Growth Strategy for Shropshire and the M54 corridor study.</p> <p>The M54 corridor benefits from good access to transport infrastructure; its proximity to existing international businesses dominant in growth sectors such as advanced manufacturing and engineering; and proximity to higher education and training institutions including key assets such as RAF Cosford, Wolverhampton University and Harper Adams University.</p> <p>The sites location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country.</p> <p>All or part of the site is located within a source protection zone.</p> <p>The site is located within the Green Belt. The review of the relevant parcels indicates that there would be either moderate-high and/or high harm to the Green Belt resulting from release, dependent on the extent of release - if the total site promoted were released it would result in high harm to the Green Belt.</p> <p>It is considered that the site controls sufficient land to provide an access onto the A41. There is also a need to consider pedestrian crossing facilities and speed limits. Furthermore, Highways England views will be required on the relationship between the site and Junction 3 of the M54 / the M54 itself.</p> <p>Services and facilities would need to be provided on the site to create a sustainable community.</p> <p>The site performs poorly for residential and employment within the Sustainability Appraisal.</p> <p>HRA will be required due to site size.</p> <p>Parts of the site are within an environmental network (two watercourses and the southern tip of the site).</p> <p>The site contains hedgerows, mature trees, wooded corridors and blocks of woodland (some of these trees are subject to TPO protection). The site may also contain protected species and priority habitats.</p> <p>The site contains and/or is in proximity of many designated and non-designated heritage assets including listed buildings, scheduled monuments, a conservation area and a registered park.</p> <p>The site is also of archaeological interest and there is a need to consider non-designated parkland and historic landscape character.</p> <p>Elements of the site may be subject to contamination.</p>
Known Infrastructure Requirements to make Development Suitable in Planning Terms:	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>Infrastructure capacity assessment to identify key impacts and investment requirements.</p> <p>See comments from relevant service areas.</p>
Known Infrastructure Opportunities:	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
Potential for Windfall?	No
Potential for Allocation?	To be determined
Recommendation	To be determined
Reasoning	<p>Given the likely scale of the proposal it is considered there are a number of significant issues which need further consideration ahead of the Council being able to prefer this land for development, such as:</p> <ul style="list-style-type: none"> • The strategic scale of these proposals and mix of employment, residential and other uses; • Concerns about impacts on existing infrastructure, communities and environmental assets; • Justification for the release of Green Belt land – this is considered to be intrinsically linked with the assessment of the alternative options available to meet Black Country housing and employment needs; and • Securing strategic infrastructure investment and cross boundary agreement with neighbouring authorities. <p>Further information is also required, this includes but is not limited to:</p> <ul style="list-style-type: none"> • Assessment of alternative options available to the Black Country for meeting the housing and employment needs arising in the Black Country; • The outcome of the Black Country Green Belt review; • Infrastructure capacity assessment to identify key impacts and investment requirements; • Infrastructure funding; • The views of neighbouring authorities, Government agencies and major infrastructure providers; and • Further evidence to support the economic development context.

If proposed for Allocation, Potential Capacity:	N/A
If proposed for Allocation Design Requirements:	N/A

Site Assessment - Part 3

Site Reference:	P28 and parts of P30 and P40
<i>Coal Authority Reference Area?</i>	FALSE
<i>Mineral Safeguarding Area?</i>	TRUE
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	1%
<i>Percentage of site in Flood Zone 1:</i>	99%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	7%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	1%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations (from the GB Assessment/Review):</i>	<p>Within the Green Belt Assessment undertaken for Shropshire this site is considered within three Green Belt parcels (P28, P30 and P40). The assessment indicates that these parcels make no contribution against purposes 1a and 1b; perform either weakly or moderately against purpose 2 and purpose 3; and make no contribution or perform weakly against purpose 4.</p> <p>Within the Green Belt Review undertaken for Shropshire this site is considered within the same three parcels and the majority is also considered within opportunity area (Co-1b). The review of the relevant parcels indicates that there would be either low or low-moderate harm to the Green Belt resulting from release. The review of the relevant opportunity area indicates that there would be low-moderate harm to the Green Belt resulting from release.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Low and Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Low and Medium High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Low and Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Low and Medium High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The sites lie either side of the A41, but primarily to the west. The section of the A41 is subject to a 40mph speed limit and existing development on either side of the A41 is served by a major traffic signal controlled junction. The sites control sufficient land to facilitate new and/or improved access points onto the A41. The sites are immediately south of junction 3 of the M54 and the views of Highways England would need to be sought. If these sites were developed as a strategic settlement it is assumed that additional local services / facilities would be provided within a master plan that gave priority to sustainable modes of transport for local trips to these facilities. These sites already benefits from a convenience store. However, in the initial phases of the development it is likely that other facilities and services from outside the locality will need to be used. In these circumstances the nearest school is over 4.0km from the site in Albrighton to which school transport would be provided. The nearest GP is also in Albrighton and a similar distance away. The site is divided by the A41 which benefits from a controlled pedestrian crossing to cater for pedestrian movements across the A41. An hourly bus service (891) operates along the A41 between Telford and Wolverhampton but some parts of these sites would be 2.0km from the A41. The sites are linked to Albrighton by National Cycle Route 81.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store & Public Transport Service):</i>	

<i>Ecology Comments</i> <i>Significant Constraints:</i>	Reduction in no. of houses due to presence of GCNs in ponds on site. Mitigation land will be required. Env Network crosses the site and lies immediately adjacent, particularly in the south and west. need to buffer, protect and enhance the Network may reduce the number of dwellings possible. Due to the large size of the proposed development area, HRA may be required for recreational impacts, particularly on Cannock Chase - this will need to be checked with NE. HRA may also require bespoke modelling for traffic emissions and water cycle.
<i>Ecology Comments</i> <i>Other Constraints:</i>	EclA required. Surveys for GCN (known records for GCN on site and ponds within 500m), Badgers, Bats (presence recorded on site), nesting birds, vascular plants, reptile, otters, water vole, white clawed crayfish (recorded in stream at southern end of site). Partly within and adjacent to Env. Network. Priority habitats are likely to be present on site, particularly grasslands around buildings and runways and possibly on hangers. Full phase 2 botanical survey required to assess presence of priority habitat. General conclusion is based on little or no priority grassland being present.
<i>Ecology Comments</i> <i>Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance hedgerows/tree lines on boundaries. Retain mature trees on site. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. Reduced numbers of housing as protection of Environmental Network and any priority habitat unlikely to be fully possible in open space provision. Protection of ponds and provision of mitigation land for GCN. Either protection of bat roosts or compensation roosts provided, together with maintenance of dark commuting routes. Protection/mitigation for White-clawed crayfish if any drainage connections to the southern water course.
<i>Ecology Comments</i> <i>Opportunities:</i>	Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. Protect and enhance any priority habitat, particularly species-rich grassland if present. Provide a network of open space and green corridors connecting with the Env. Network and buffer the wooded banks of the stream to the south to minimise recreational and other impacts.
<i>Heritage Comments</i> <i>Significant Constraints:</i>	
<i>Heritage Comments</i> <i>Other Constraints:</i>	Site incorporates the majority of the expansion period airfield of RAF Cosford (HER PRN 08519), including the Grade II listed Fulton Building (NHLE ref. 1407287) and a range of other military buildings which are considered to be non-designated heritage assets.
<i>Heritage Comments</i> <i>Management of Constraints:</i>	Heritage Assessment required with application (impact on LBs and non-designated heritage assets [including their settings]).
<i>Heritage Comments</i> <i>Opportunities:</i>	Good quality, well planned and designed develop could better reveal and enhance the significance of the heritage assets on the site.
<i>Tree Comments</i> <i>Significant Constraints:</i>	
<i>Tree Comments</i> <i>Other Constraints:</i>	numerous trees and groups of woodland within developed area north of railway line. Trees within museum site and a linear belt of woodland at extreme south of site.
<i>Tree Comments</i> <i>Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Ensure reasonable development stand-off form woodland.
<i>Tree Comments</i> <i>Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Incorporate good trees and tree groups as part of open space within development and plan strategically for a network of connected green infrastructure. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees. Extend woodland cover and create suitable buffer with built development.
<i>Public Protection Comments</i> <i>Significant Constraints:</i>	
<i>Public Protection Comments</i> <i>Other Constraints:</i>	Contaminated land due to past military land use. Noise from A41 (including a Noise Action Zone found on the boundary of the site) and railway. Possible odour sources close to site. E.g. sewage works to south of the site.
<i>Public Protection Comments</i> <i>Management of Constraints:</i>	Remediation likely to be available for contaminated land. Appropriate assessments will be necessary. Noise mitigation likely to be available. As a first option it is recommended that noise sensitive receptors (residential properties) are provided with sufficient distance from noise sources to avoid issues. Where this is not possible good design and layout including orientation and layout of development, glazing barriers including fencing and bunding, mechanical ventilation. Odour mitigation through separation distances to odour sources.
<i>Public Protection Comments</i> <i>Opportunities:</i>	
<i>Sustainability Appraisal Conclusion (Residential):</i>	Fair

Sustainability Appraisal Conclusion (Employment):	Fair
Strategic Considerations:	<p>RAF Cosford is located on the M54/A5 strategic corridor. The opportunity associated with this corridor is recognised within the Economic Growth Strategy for Shropshire and the M54 corridor study.</p> <p>RAF Cosford is a major part of the Defence College of Technical Training (DCTT). It has been identified as being at the centre of the RAF mission to deliver flexible, affordable, modern and effective technical training now and in the future. Cosford Air Museum has also outlined plans to intensify and expand the museum on the site.</p> <p>It is a predominantly brownfield site.</p> <p>All or part of the site is located within a source protection zone.</p> <p>The site is located within the Green Belt. The review of the relevant parcels indicates that there would be either low or low-moderate harm to the Green Belt resulting from release. If the entirety of the site was released it would result in low-moderate harm to the Green Belt.</p> <p>Majority of the site is located within the low landscape and visual sensitivity area. Only a small portion of the site is medium landscape and visual sensitivity.</p> <p>Highways England views will be required on the relationship between the site and Junction 3 of the M54 / the M54 itself.</p> <p>Services and facilities are currently available on the site, these would need to be retained and/or enhanced to create a sustainable community.</p> <p>HRA will be required due to the large site size.</p> <p>An environmental network crosses and is immediately adjacent to the site.</p> <p>The site contains hedgerows and mature trees/wooded corridors. It also contains protected species (Great Crested Newts) and may contain priority habitats.</p> <p>The site contains listed buildings and non-designated heritage assets including expansion period airfield and military buildings.</p> <p>The site is likely to contain contaminated land associated with past military uses.</p> <p>Potential noise associated with the A41, railway and airfield.</p> <p>Possible odour sources in proximity to the site e.g. sewage works.</p>
Known Infrastructure Requirements to make Development Suitable in Planning Terms:	<p>Upgrade of Cosford railway station facilities and parking.</p> <p>Necessary upgrades to highway services.</p> <p>Provision of green infrastructure.</p> <p>Any necessary decontamination of the site undertaken.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
Known Infrastructure Opportunities:	<p>Existing sustainable site offering homes, employment and services and facilities. Potential to enhance these offers.</p> <p>Opportunity to upgrade Cosford railway station facilities and parking.</p> <p>Upgrades to highway services.</p> <p>Decontamination.</p> <p>Green infrastructure provision.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
Potential for Windfall?	No
Potential for Allocation?	Yes
Recommendation	Proposed for Allocation as a Strategic Site
Reasoning	<p>Proposals for this strategic site would lead to enhancement of existing uses.</p> <p>Shropshire Council considers that emerging proposals for the enhancement of RAF Cosford's role as a centre of excellence for both UK and International Defence Training; plans to form a specialist aviation academy; any opportunities to co-locate other MOD services; and plans for the expansion of the Cosford Air Museum are nationally significant and as such represent a significant strategic opportunity for Shropshire and the MOD. Proposals would also contribute toward achieving the aspirations of the Shropshire Economic Growth Strategy and increase the long-term sustainability of the site, ensuring its continued use as a MOD facility, offering increased employment and education opportunities and housing to meet the needs of personnel.</p> <p>It is also apparent that there are no alternative locations to achieve these outcomes, given the extent of existing facilities on the site and the findings of the extensive 'Defence Optimisation Programme' undertaken by the MOD.</p> <p>It should be noted that proposals for new development and intensification of the use of RAF Cosford are expected to be for military use or non-profit making uses rather than acting as a contribution to meeting Shropshire's future growth needs. However, the proposals do have the potential to offer wider benefits resulting from the co-location of supply chain and complementary employment offers over a much wider geography including a number of neighbouring Local Authorities.</p> <p>As such it is considered appropriate to identify RAF Cosford as a preferred strategic site.</p> <p>It is also considered appropriate to propose to remove an element of the site from the Green Belt to facilitate its role as a strategic site. The Council acknowledges that it will need to demonstrate robust 'exceptional circumstances' through the Local Plan Examination process in order for any land to be released from the Green Belt and for any planned development to happen.</p>

<p>If proposed for Allocation, Potential Capacity:</p>	<p>The 'Defence Optimisation Programme' has identified RAF Cosford as a 'receiver site'. As such it is considered by the MOD to have capacity for increased MOD and associated uses. Particularly:</p> <ul style="list-style-type: none"> • Enhancement of RAF Cosford's role as a centre of excellence for both UK and International Defence Training. • Plans for expansion of the Cosford Air Museum. • Opportunities to co-locate other MOD services. • Formation of the Whittle Academy by the Aviation Skills Partnership in collaboration with Telford College. <p>Identification as a preferred strategic site and proposed removal of land from the Green Belt would facilitate these uses.</p> <p>These proposals will be subject to consideration as the Local Plan Review progresses.</p>
<p>If proposed for Allocation Design Requirements:</p>	<p>a. Existing services and facilities, including sports provision should be maintained or appropriate and proportional compensatory provision made.</p> <p>b. Extensive areas of green infrastructure, including areas of public open space should be integrated into any development proposals. Green infrastructure provision should seek to protect and enhance the environmental network (particularly in the south and west of the site).</p> <p>c. The site is likely home to protected species, including Great Crested Newts. Appropriate assessment and provision on the site will be required for any protected species present.</p> <p>d. The site may contain priority habitats, these will need to be retained and an appropriate buffer provided. Any mature trees and hedgerows present should also be retained on the site.</p> <p>e. Reflecting likelihood of increased movements to and from the site, improvements to the railway station and station car parking should be provided.</p> <p>f. Necessary improvements to existing access points should be undertaken and any additional access points should be appropriately designed and constructed.</p> <p>g. Appropriate pedestrian and cycle links need to be provided through the site and in particular between the main site and airfield.</p> <p>h. The site may contain contaminated land and is in proximity of sources of odour (sewage treatment works), which will need to be appropriately managed.</p> <p>i. The design, layout and materials of any development on the site should mitigate impact from noise associated with the airfield and railway line.</p> <p>j. The site should incorporate sustainable drainage, informed by a sustainable drainage strategy. Development should exclude the portions of the site located within the 1 in 1,000 year surface flood risk zone.</p> <p>k. The site contains the majority of the expansion period airfield; Grade II listed Fulton Building; and a range of other military buildings which are considered to be non-designated heritage assets. As such a heritage assessment will be required and its recommendations implemented. Site design and layout should be sympathetic to these assets and should contribute to better revealing and enhancing their significance.</p> <p>l. Habitats Regulations Assessment (HRA) will be required.</p> <p>m. Any other relevant supporting studies should be undertaken and their recommendations implemented.</p>

Site Assessment - Part 3

Site Reference:	IRN001
<i>Coal Authority Reference Area?</i>	TRUE
<i>Mineral Safeguarding Area?</i>	TRUE
<i>Percentage of site in Flood Zone 3:</i>	12%
<i>Percentage of site in Flood Zone 2:</i>	16%
<i>Percentage of site in Flood Zone 1:</i>	84%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	8%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	12%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	3%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt Considerations (from the GB Assessment/Review):</i>	The site is not located within the Green Belt.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Low, Medium and Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Low, Medium and Medium-High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Low, Medium-Low and Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Low, Medium and High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The site has two existing highway access points. A simple priority junctions onto the A4169 Wenlock Road and a simple priority junction with acceleration and deceleration lanes onto the Buildwas Road. These junction may need to be upgraded to Ghost Island right turn and/or roundabout junctions. The site appears to include land that would enable these improvements to be delivered if needed. The site also has frontage onto the A4169 south of the existing junction opposite Hill view Farm.</p> <p>If developed as a strategic site it is assumed that local services / facilities would be provided within a master plan that gave priority to sustainable modes of transport for local trips to these facilities.</p> <p>However, in the initial phases of the development it is likely that facilities and services from outside the locality will need to be used. In these circumstances the nearest schools is in Buildwas less than 2km from the centre of the site and are linked by a continuous footway. The nearest convenience store and GP is in Coalbrookdale are approximately 1.7km from the centre of the site and are linked by a continuous footway.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store & Public Transport Service):	

<i>Ecology Comments</i> <i>Significant Constraints:</i>	Buildwas Sand Quarry SSSI and Local Geological Site is partly on the site. Adjacent to Tick Wood and Benthall Edge SSSI and Ancient Woodland. Adjacent to River Severn Local Wildlife Site. Protection of these sites and priority habitats will reduce the developable area available. May trigger Natural England's SSSI IRZ.
<i>Ecology Comments</i> <i>Other Constraints:</i>	This site supports a large population of GCNs, a number of bat roosts and priority habitats. There are a number of Env. Network corridors on the site. Requires botanical survey, Kecia and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, otters, water voles, white-clawed crayfish and nesting birds. PROWs cross the site.
<i>Ecology Comments</i> <i>Management of Constraints:</i>	Priority habitats must not be developed. Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments</i> <i>Opportunities:</i>	Habitats could potentially be restored as priority habitat . See accompanying document.
<i>Heritage Comments</i> <i>Significant Constraints:</i>	
<i>Heritage Comments</i> <i>Other Constraints:</i>	Site adjacent to boundary, and within settings, of Ironbridge Gorge World Heritage Site (NHLE ref. 1000090) and The Gorge Conservation Area. Also has potential to affect settings of the Scheduled Monument of Buildwas Abbey (NHLE ref. 1015813) and possibly also a range of listed buildings within the wider vicinity of the site. Grade II listed Albert Edward railway bridge (NHLE ref. 1054151) on site boundary, Buildings and structures associated with the Ironbridge A interwar power station (HER PRN 06710) will be retained on site.
<i>Heritage Comments</i> <i>Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of designated heritage assets including WHS; Level 2 recording of historic buildings recording of retained structures from Ironbridge A). Site master planning with high quality design approach that addresses sites relationship with designated heritage assets around it necessary. Redevelopment should also adaptively reuse retained structures from Ironbridge A.
<i>Heritage Comments</i> <i>Opportunities:</i>	
<i>Tree Comments</i> <i>Significant Constraints:</i>	abuts ancient woodland to south
<i>Tree Comments</i> <i>Other Constraints:</i>	numerous belts of trees and areas of woodland within site
<i>Tree Comments</i> <i>Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees. Development stand-off from woodland around the site
<i>Tree Comments</i> <i>Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Incorporate internal trees and woodland in open space and plant to connect to / expand adjoining wooded areas.
<i>Public Protection Comments</i> <i>Significant Constraints:</i>	
<i>Public Protection Comments</i> <i>Other Constraints:</i>	Con land noise.
<i>Public Protection Comments</i> <i>Management of Constraints:</i>	Remediation available.
<i>Public Protection Comments</i> <i>Opportunities:</i>	
<i>Sustainability Appraisal Conclusion (Residential):</i>	Poor

Sustainability Appraisal Conclusion (Employment):	Poor
Strategic Considerations:	<p>Ironbridge Power Station closed in 2017. The site contains a large area of brownfield land, some of which is heavily contaminated.</p> <p>The Former Ironbridge Power Station is located in close proximity to the village of Buildwas.</p> <p>The Economic Growth Strategy for Shropshire identifies the opportunity to "capitalise on opportunities arising from the redevelopment of the former Ironbridge Power Station".</p> <p>Elements of the site is located within flood zones 2 and/or 3 and within the 1,000 year surface flood risk zone. Some of the site is also located within an area identified on the EA Historic Flood Map.</p> <p>Part of the site is located within an area of high visual sensitivity for employment uses.</p> <p>Existing access points may need to be upgraded to Ghost Island right turn and/or roundabout junctions. It is considered that the site includes sufficient land to achieve this.</p> <p>Services and facilities would need to be provided on the site to create a sustainable community.</p> <p>The site performs poorly for residential and employment within the Sustainability Appraisal.</p> <p>The site contains a SSSI and RIG. It is contains also numerous belts of trees and areas of woodland and is in proximity of a SSSI, ancient woodland and a Local Wildlife Site.</p> <p>There are a number of environmental network corridors on the site. The site also contains priority habitats and species (including Great Crested Newts and bat roosts).</p> <p>The site contains listed buildings and other buildings considered non-designated heritage assets.</p> <p>The site is within the setting of the Ironbridge Gorge World Heritage Site and the Gorge Conservation Area. It is also in proximity of a scheduled monument and listed buildings.</p> <p>The site contains contaminated land.</p> <p>The retained National Grid and Western Power Distribution substations.</p>
Known Infrastructure Requirements to make Development Suitable in Planning Terms:	<p>Ensuring future occupiers have appropriate access to services and facilities and employment opportunities.</p> <p>Provision of a new nursery, primary school and community facilities/buildings.</p> <p>Need to retain the National Grid and Western Power Distribution substations and utilities infrastructure over and under the site.</p> <p>Necessary decontamination of the site undertaken.</p> <p>Necessary works to the highway network undertaken.</p> <p>Provision of green infrastructure.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
Known Infrastructure Opportunities:	<p>Opportunity to provide a railway station and re-use the existing rail link from the site.</p> <p>Opportunity to provide enhancements to the leisure offer and support the visitor economy (including linking to uses on the River).</p> <p>Provision of a park and ride facility.</p> <p>Provision of new medical facilities.</p> <p>Decontamination.</p> <p>Green infrastructure provision.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
Potential for Windfall?	No
Potential for Allocation?	Yes
Recommendation	Proposed for Allocation as a Strategic Site
Reasoning	<p>Much of the site is vacant and brownfield land. Extensive areas of this brownfield land is also subject to contamination.</p> <p>The Economic Growth Strategy for Shropshire and the current Local Plan (Core Strategy) identified the opportunity to capitalise on the significant strategic opportunity arising from the redevelopment of the Former Ironbridge Power Station site.</p> <p>Emerging proposals for the mixed-use redevelopment of the Former Ironbridge Power Station site present an opportunity to support the local economy, create jobs, provide housing and to sympathetically remediate the site and as such represent a sustainable option for its future use. It is therefore considered appropriate to identify the Former Ironbridge Power Station as a preferred strategic site, the redevelopment of which will contribute to meeting the development needs of Shropshire in the longer term.</p>

<p>If proposed for Allocation, Potential Capacity:</p>	<p>The Harworth Group’s emerging proposals for the site would involve a mixed-use development, including around 1,000 dwellings; around 6ha of employment land; a retirement village; the provision of local services and facilities within a village centre; leisure facilities; a nursery and primary school; a park and ride; a railway station; and significant areas of green infrastructure (including allotments and sports pitches), as part of a new settlement. These proposals will be subject to consideration as the Local Plan Review progresses.</p>
<p>If proposed for Allocation Design Requirements:</p>	<ul style="list-style-type: none"> a. Housing provision on the site should be of an appropriate quantity, quality, design, mix and layout. b. Employment provision is an intrinsic element of the sites redevelopment. Employment provision should be of an appropriate quantity and quality and should occur alongside the provision of housing. c. The village centre ensures future occupiers of the site benefit from access to local facilities. As such its timely provision is an important consideration and should be directly linked to provision and occupation of housing on the site. d. Green infrastructure provision should be of an appropriate quantity and quality. Its location should seek to protect and enhance the environmental network. e. If considered needed by the relevant CCGs, the site should include provision of a medical centre. f. Community facilities and buildings are required, these should tap-in to the heritage of the site and could include a community hall, art gallery and heritage centre. g. If retained, current access points to the site may need to be upgraded to ghost island right turn and/or roundabout junctions as determined through appropriate modelling and engagement. Any additional access points should be appropriately designed and constructed. h. Appropriate pedestrian and cycle links need to be provided through the site and in particular to the proposed nursery, primary school and village centre. i. A comprehensive heritage assessment which addresses the site’s relationship with designated heritage assets (including the Ironbridge Gorge World Heritage site, Buildwas Abbey Scheduled Monument, the Severn Gorge Conservation Area and two Grade II Listed Buildings) on and in proximity of the site will be required. This should guide the conservation and enhancement of these features including through high-quality design and layout. j. The Grade II listed Albert Edward railway bridge on the sites boundary and buildings and structures associated with the Ironbridge A interwar power station should be sympathetically retained, enhanced/maintained and adaptively reused. k. Acoustic design and layout of the site and appropriate building materials (including where necessary appropriate glazing, ventilation and acoustic barriers) should mitigate any impact from noise associated with the retained National Grid and Western Power Distribution substations and equipment and nearby roads. l. Design and layout should minimise landscape and visual impact, particularly associated with any development on greenfield elements of the site. m. The site contains contaminated land, which will need to be appropriately managed. n. The site contains part and is in proximity to the remainder of: the Buildwas Sand Quarry SSSI, Local Wildlife Site and Local Geological Site and Tick Wood and Benthall Edge SSSI. It may also contain priority habitat. These will need to be retained and appropriate buffers provided. o. The site is also in proximity of the Buildwas River Section SSSI, three Ancient Woodland sites and other Local Wildlife Sites. An appropriate buffer to these sites will be required. p. The site supports a large population of Great Crested Newts; bat roosts and is likely home to other protected species. Appropriate assessment and provision on the site will be required for these species. q. Site design and layout should be informed by an Arboricultural Impact Assessment, with the intention of creating a sustainable juxtaposition between built development and trees. Where possible trees and woodland should be incorporated into areas of open space and planting should occur to connect to / expand adjoining wooded areas. r. Development should exclude the portions of the site located in Flood Zones 2 and/or 3 and the portions of the site located within the 1 in 1,000 year surface flood risk zone. s. Mineral extraction opportunities associated with the site should be investigated and where appropriate extraction works undertaken. t. The site should incorporate sustainable drainage, informed by a sustainable drainage strategy. u. Any other relevant supporting studies should be undertaken and their recommendations implemented.

Site Assessment - Part 3

Site Reference:	MOR012
<i>Coal Authority Reference Area?</i>	TRUE
<i>Mineral Safeguarding Area?</i>	TRUE
<i>Percentage of site in Flood Zone 3:</i>	2%
<i>Percentage of site in Flood Zone 2:</i>	3%
<i>Percentage of site in Flood Zone 1:</i>	97%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	6%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	11%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt Considerations (from the GB Assessment/Review):</i>	The site is not located within the Green Belt.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Existing speed limit on B5069 extended with appropriate traffic calming / gateway treatment. Level of access from the 1362 homes site onto Weston Road may need to be limited subject to capacity of Weston Road in the vicinity of the railway bridge or necessary improvement delivered.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. Subject to a wider area transport assessment given the scale of development, including the A5069 / Weston Roads cross roads junction, the A483T / B5069 junction, the Weston Road / Maesbury Road junction and Upper Brook St cross roads.
Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store & Public Transport Service):	19

<i>Ecology Comments</i> <i>Significant Constraints:</i>	The presence of woodland/ponds/priority habitats/Env. Network will reduce the developable area available.
<i>Ecology Comments</i> <i>Other Constraints:</i>	The site may contain priority habitats - botanical survey required. The majority of the site boundaries and internal hedgerows form Env. Network corridors. There is a pond and woodland on the site. Two PROWs cross the site. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, otters, invertebrates and nesting birds.
<i>Ecology Comments</i> <i>Management of Constraints:</i>	If priority habitat, those areas of the site should not be developed. Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments</i> <i>Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat See accompanying document
<i>Heritage Comments</i> <i>Significant Constraints:</i>	
<i>Heritage Comments</i> <i>Other Constraints:</i>	NE site potentially located with setting of Grade II listed the Firs and Weston Mill (NHLE ref. 1054241) and S part of site located within the setting of the non-designated parkland for Sweeney Hall (HER PRN 07637). Very large site that includes site of Swenney Brick Works (HER PRN 06626) and two associated former tramways (HER PRN 06627) and historic farmstead at Weston Farm (HER PRN 27089), so has archaeological potential
<i>Heritage Comments</i> <i>Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment and evaluation, Level 2 historic buildings assessment if tradition farm buildings at Weston Farm proposed for demolition, assessment of impact on settings of designated and non-designated heritage assets)
<i>Heritage Comments</i> <i>Opportunities:</i>	
<i>Tree Comments</i> <i>Significant Constraints:</i>	FALSE
<i>Tree Comments</i> <i>Other Constraints:</i>	Significant trees and hedgerows present on and adjacent to the site.
<i>Tree Comments</i> <i>Management of Constraints:</i>	BS 5837: 2012 Arboricultural impact assessment must be undertaken and the tree constraints and opportunities used to inform site layout design.
<i>Tree Comments</i> <i>Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments</i> <i>Significant Constraints:</i>	
<i>Public Protection Comments</i> <i>Other Constraints:</i>	A483 to the south east of the site creating a significant noise source. Past land use on site including clay pits and associated rail/tram ways may have introduced contamination to the site.
<i>Public Protection Comments</i> <i>Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to road. Contaminated land remediation options likely to be available.
<i>Public Protection Comments</i> <i>Opportunities:</i>	
<i>Sustainability Appraisal Conclusion (Residential):</i>	Good

Sustainability Appraisal Conclusion (Employment):	Good
Strategic Considerations:	<p>The site is located directly to the south-east of Morda adjoining its built form. Morda itself is located adjacent to Oswestry. Oswestry is located on the A5 strategic corridor. The site itself abuts the A483, but is off the A5 corridor. Elements of the site are located within the 1,000 year surface flood risk zone.</p> <p>The existing highway at the access point for the site is not considered suitable to accommodate traffic associated with the development. However, it is considered that this could be achieved through changes to speed limits and traffic calming on the B5069. There may also be a need to limit access from the site onto Weston Road due to capacity issues in vicinity of the railway bridge.</p> <p>It is not considered that the development could occur without highway works. However these are considered achievable subject to the results of a wider transport assessment.</p> <p>The site contains significant trees, areas of woodland, hedgerows, ponds, priority habitats and forms part of an environmental network. Site boundaries are formed by hedgerows.</p> <p>Two PROWs cross the site.</p> <p>The site is likely to have archaeological potential.</p> <p>The site is in proximity of designated and non-designated heritage assets including listed buildings and non-designated parkland.</p> <p>The A483 is a significant source of noise.</p> <p>There may be contamination associated with past land uses.</p>
Known Infrastructure Requirements to make Development Suitable in Planning Terms:	<p>Necessary improvements to the highway network.</p> <p>Provision of green infrastructure.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
Known Infrastructure Opportunities:	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
Potential for Windfall?	No
Potential for Allocation?	The site is more appropriate for consideration within a Morda/Oswestry context.
Recommendation	The site is more appropriate for consideration within a Morda/Oswestry context.
Reasoning	<p>The site is located directly to the south-east of Morda adjoining its built form. Morda itself is located adjacent to Oswestry.</p> <p>Due to the site's location it is considered that any future development on it would be to meet the needs of Morda or potentially Oswestry - although if this was the case the scale of development and relationship between Oswestry and Morda would require careful consideration.</p>

<p>If proposed for Allocation, Potential Capacity:</p>	<p>N/A</p>
<p>If proposed for Allocation Design Requirements:</p>	<p>N/A</p>

Site Assessment - Part 3

Site Reference:	SHF024
<i>Coal Authority Reference Area?</i>	TRUE
<i>Mineral Safeguarding Area?</i>	TRUE
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	6%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	4%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt Considerations (from the GB Assessment/Review):</i>	<p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which perform strongly against purposes 1a and 2; perform moderately against purposes 1b and 3; and perform weakly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this Green Belt parcel, if released for development would have a high level of harm to the Green Belt.</p> <p>The Green Belt Review also considers this parcel within opportunity area (J4-1). The review of the relevant opportunity area indicates that there would be high harm to the Green Belt resulting from release.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	A464 & Priorslee Road
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Preferred access option would be to replace the existing service area roundabout on Priorslee road with a new roundabout junction that also served SHF024.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store & Public Transport Service):	N/A

<i>Ecology Comments</i> <i>Significant Constraints:</i>	HRA may be required for any employment use that generates airborne pollution or road traffic including HGVs. Detailed emissions modelling would be required due to proximity of designated wildlife sites. See LPR HRA.
<i>Ecology Comments</i> <i>Other Constraints:</i>	There is a patch of priority habitat woodland on the site that is TPO'd and within the Env. Network. This area should be retained and appropriately buffered. The eastern and southern boundaries form Env. Network corridors. There is a pond within the woodland and many others within 500m Requires an Kacia and surveys for bats, GCN (ponds within 500m), badgers and nesting birds.
<i>Ecology Comments</i> <i>Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments</i> <i>Opportunities:</i>	See accompanying document
<i>Heritage Comments</i> <i>Significant Constraints:</i>	
<i>Heritage Comments</i> <i>Other Constraints:</i>	No known archaeological interest but site is of a large size, so may have some archaeological potential
<i>Heritage Comments</i> <i>Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments</i> <i>Opportunities:</i>	
<i>Tree Comments</i> <i>Significant Constraints:</i>	block of mature TPO woodland to centre western side of site
<i>Tree Comments</i> <i>Other Constraints:</i>	hedgerows within and around site
<i>Tree Comments</i> <i>Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments</i> <i>Opportunities:</i>	utilise and perhaps extend blocks of existing woodland to screen development and provide useable amenity space for employees. Create 15m development stand-off with the existing and any future woodland
<i>Public Protection Comments</i> <i>Significant Constraints:</i>	
<i>Public Protection Comments</i> <i>Other Constraints:</i>	Landfill within 250 to the east.
<i>Public Protection Comments</i> <i>Management of Constraints:</i>	Contaminated land remediation likely to be available.
<i>Public Protection Comments</i> <i>Opportunities:</i>	
<i>Sustainability Appraisal Conclusion (Residential):</i>	Fair

Sustainability Appraisal Conclusion (Employment):	Fair
Strategic Considerations:	<p>The site lies adjacent to the built form of Telford.</p> <p>The site is located within the Green Belt and forms an important component of the gap between the settlements of Telford and Shifnal. The review of the relevant parcels indicates that there would be high harm to the Green Belt resulting from release of this site.</p> <p>The site is located on the M54/A5 strategic corridor. The opportunity associated with this corridor is recognised within the Economic Growth Strategy for Shropshire and the M54 corridor study.</p> <p>A HRA may be required for employment uses that generate airborne pollution or road traffic.</p> <p>The site contains a pond, hedgerows and woodland (identified priority habitat which is also subject to TPO protection). The site also contains areas within an environmental network.</p> <p>The site may be of archaeological interest.</p> <p>The site may contain contaminated land.</p>
Known Infrastructure Requirements to make Development Suitable in Planning Terms:	<p>Necessary improvements to the highway network.</p> <p>Provision of green infrastructure.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
Known Infrastructure Opportunities:	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
Potential for Windfall?	No
Potential for Allocation?	No
Recommendation	Retain as Green Belt
Reasoning	<p>The site lies adjacent to the built form of Telford.</p> <p>The site is located within the Green Belt and forms an important component of the gap between the settlements of Telford and Shifnal. As such it is considered that the retention of this site within the Green Belt is important to avoid the actual or perceived coalescence of these two settlements.</p>

If proposed for Allocation, Potential Capacity:	N/A
If proposed for Allocation Design Requirements:	N/A

Site Assessment - Part 3

Site Reference:	SHF035
<i>Coal Authority Reference Area?</i>	TRUE
<i>Mineral Safeguarding Area?</i>	TRUE
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations (from the GB Assessment/Review):</i>	<p>Within the Green Belt Assessment undertaken for Shropshire this site is considered within two Green Belt parcels (P15 and BA2). The assessment indicates that these parcels make no contribution against purposes 1a and 1b; perform moderately against purpose 2 and purpose 4; and performs either moderately or strongly against purpose 3.</p> <p>Within the Green Belt Review undertaken for Shropshire the element of the site located within P15 is considered, however Parcel BA2 (which contains a large portion of the site) was not specifically assessed. The review of parcel P15 indicates that there would be moderate-high harm to the Green Belt resulting from release (although a sub-parcel containing a small portion of this site would have moderate harm to the Green Belt if released).</p> <p>Within the Green Belt Review, the element of the site within parcel P15 is also considered within sub-opportunity area (Sh-1 and Sh-2), furthermore a sub-area of the parcel is also considered within opportunity area Sh-1a. The review of opportunity areas Sh-1 and Sh-2 indicates that there would be high harm to the Green Belt resulting from release. The review of sub-opportunity areas Sh-1a indicates that there would be moderate harm to the Green Belt resulting from release.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The site has three existing highway access points. Two of the existing accesses are on to minor roads, Lamledge Lane and Upton Lane with restricted width and forward visibility. Therefore, access to the site without improvements to Lamledge Lane and Upton Lane would need to be via the A464. The Development would provide an opportunity to upgrade the existing Junction on to the A464. Upton Crossroads is an Accident Cluster site due to the high approach speeds and restricted visibility for vehicles emerging on to the A464. The site appears to include land that would enable these improvements to be delivered if needed.</p> <p>If developed as a strategic site it is assumed that local services / facilities would be provided within a master plan that gave priority to sustainable modes of transport for local trips to these facilities. The nearest schools is St Andrews Primary School which is approximately 2km from the centre of the site and are linked by a continuous footway, which would require upgrading. The nearest convenience store and GP is in Shifnal Town Centre are approximately 2.5km from the centre of the site and are linked by a continuous footway.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store & Public Transport Service):	

<i>Ecology Comments</i> <i>Significant Constraints:</i>	HRA may be required for any employment use that generates airborne pollution or road traffic including HGVs. Detailed emissions modelling would be required due to proximity of designated wildlife sites. See LPR HRA.
<i>Ecology Comments</i> <i>Other Constraints:</i>	There is a patch of priority habitat woodland on the site that is TPO'd and within the Env. Network. This area should be retained and appropriately buffered. The eastern and southern boundaries form Env. Network corridors. There is a pond within the woodland and many others within 500m Requires an Kacia and surveys for bats, GCN (ponds within 500m), badgers and nesting birds.
<i>Ecology Comments</i> <i>Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments</i> <i>Opportunities:</i>	See accompanying document
<i>Heritage Comments</i> <i>Significant Constraints:</i>	
<i>Heritage Comments</i> <i>Other Constraints:</i>	No known archaeological interest but site is of a large size, so may have some archaeological potential. Site detached from existing built edge of town, so development likely to be incongruous in relation to the semi-rural character of the immediate surroundings.
<i>Heritage Comments</i> <i>Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments</i> <i>Opportunities:</i>	
<i>Tree Comments</i> <i>Significant Constraints:</i>	
<i>Tree Comments</i> <i>Other Constraints:</i>	Trees and groups of trees and hedgerows associated with large ponds to the west of the site.
<i>Tree Comments</i> <i>Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Ensure appropriate development stand-off from trees and woodland.
<i>Tree Comments</i> <i>Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Incorporate good trees and tree groups as part of open space within development and plan strategically for a network of connected green infrastructure. Look to connect to / expand block of woodland to the west of the site.
<i>Public Protection Comments</i> <i>Significant Constraints:</i>	
<i>Public Protection Comments</i> <i>Other Constraints:</i>	Noise from road to south and rail to north. Potential contaminated land (not had access to systems to check on this aspect). Possible odour from farm buildings close to edge of site.
<i>Public Protection Comments</i> <i>Management of Constraints:</i>	Remediation likely to be available for contaminated land. Appropriate assessments will be necessary. Noise mitigation likely to be available. As a first option it is recommended that noise sensitive receptors (residential properties) are provided with sufficient distance from noise sources to avoid issues. Where this is not possible good design and layout including orientation and layout of development, glazing barriers including fencing and bunding, mechanical ventilation. Odour concerns can be reduced by having separation distance from odour sources and where possible not placing residential down wind from odour sources.
<i>Public Protection Comments</i> <i>Opportunities:</i>	
<i>Sustainability Appraisal Conclusion (Residential):</i>	Good

Sustainability Appraisal Conclusion (Employment):	Good
Strategic Considerations:	<p>The site lies in proximity of Shifnal, adjacent to land safeguarded to meet the future needs of the settlement (the site is currently somewhat detached from the existing built form of the settlement, separated by this safeguarded land). The site is located on the M54/A5 strategic corridor. The opportunity associated with this corridor is recognised within the Economic Growth Strategy for Shropshire and the M54 corridor study.</p> <p>The site is located within the Green Belt. The review of the relevant parcels indicates that there would be either moderate or moderate-high harm to the Green Belt resulting from release. However, much of the site was not located within an assessed parcel, as such the full extent of the harm to the Green Belt resulting from any release is yet to be determined.</p> <p>Site access would need to be via the A464 unless improvements are made to Lamledge Lane/Upton Lane. Junction on to the A464 would need to be improved, the site appears to include sufficient land to achieve necessary improvements.</p> <p>The site contains two large ponds, mature trees and hedgerows.</p> <p>The site contains priority habitats (including the two large ponds) and may contain protected species (great crested newts are known to be in proximity of the site). There are also further ponds in proximity of the site.</p> <p>The site may be of archaeological interest.</p> <p>The site may contain contaminated land.</p> <p>The road to south and railway line to the north are sources of noise. Surrounding farm buildings may also represent a source of odour.</p>
Known Infrastructure Requirements to make Development Suitable in Planning Terms:	<p>Necessary improvements to the highway network.</p> <p>Provision of green infrastructure.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
Known Infrastructure Opportunities:	<p>Improvements to the highway network.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
Potential for Windfall?	No
Potential for Allocation?	The site is more appropriate for consideration within a Shifnal context.
Recommendation	The site is more appropriate for consideration within a Shifnal context.
Reasoning	<p>The site lies in proximity of Shifnal, adjacent to land safeguarded to meet the future needs of the settlement.</p> <p>Due to the site's location it is considered that any future development on it would be to meet the needs of Shifnal and the site should be considered in this context.</p>

<p>If proposed for Allocation, Potential Capacity:</p>	<p>N/A</p>
<p>If proposed for Allocation Design Requirements:</p>	<p>N/A</p>

Site Assessment - Part 3

Site Reference:	BNT002
<i>Coal Authority Reference Area?</i>	FALSE
<i>Mineral Safeguarding Area?</i>	TRUE
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt Considerations (from the GB Assessment/Review):</i>	The site is not located within the Green Belt.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Low
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Low
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The site is divided into two parts one to the northeast of the A41 and one to the southwest. The section of A41 between the two parts is subject to a 40mph. The sites controls sufficient land to facilitate new and/or improved access points onto the A41.</p> <p>If developed as a strategic site it is assumed that additional local services / facilities would be provided within a master plan that gave priority to sustainable modes of transport for local trips to these facilities.</p> <p>However, in the initial phases of the development it is likely that other facilities and services from outside the locality will need to be used. In these circumstances the nearest convenience store is approximately 1.5km from the site at Tern Hill Roundabout and is linked by a continuous footway. The nearest GP is in Hodnet or Market Drayton over 5km away. Two existing uncontrolled refuge crossings cater for pedestrian movements across the A41. The site already benefits from an hourly bus service (64) to Shrewsbury and Market Drayton via the A53.</p> <p>There is a more direct road link to Market Drayton but this is private road with no continuous PROW access.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store & Public Transport Service):	

<i>Ecology Comments</i> <i>Significant Constraints:</i>	There is a patch of Ancient Woodland on the site. Adjacent to River Tern and RAF Tern Hill Local Wildlife Sites. Protection of these sites and priority habitats will reduce the developable area available.
<i>Ecology Comments</i> <i>Other Constraints:</i>	There are Env. Network core areas on and adjacent to the site and corridors on the site. There may be priority habitats on the site - if so, these areas must not be developed. Requires botanical survey, Kacia and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, otters, water voles, white-clawed crayfish and nesting birds.
<i>Ecology Comments</i> <i>Management of Constraints:</i>	Priority habitats must not be developed. Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments</i> <i>Opportunities:</i>	Habitats could potentially be restored as priority habitat . See accompanying document.
<i>Heritage Comments</i> <i>Significant Constraints:</i>	
<i>Heritage Comments</i> <i>Other Constraints:</i>	Possible impact on setting of Scheduled Monument of Ringwork and bailey castle 390m west of Buntingsdale Hall (NHLE Ref. 1019659) and Grade II* listed Buttingsdale Hall (NHLE ref. 1293695). Site includes The site of the former RAF Ternhill now Clive Barracks (HER PRN 29121).
<i>Heritage Comments</i> <i>Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of SM and LBs; Level 2 recording of historic buildings recording of WWII and pre-1960s military buildings). Site master planning with high quality design approach that addresses sites relationship with designated heritage assets around it necessary. Site should also seek to adaptively reuse any significant 20th century military buildings identified where possible.
<i>Heritage Comments</i> <i>Opportunities:</i>	
<i>Tree Comments</i> <i>Significant Constraints:</i>	The former barracks are set in well tree'd landscaped grounds with linear groups along access roads scattered individual trees and 2 significant woodland copses - one central west and one far NE of site
<i>Tree Comments</i> <i>Other Constraints:</i>	
<i>Tree Comments</i> <i>Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees
<i>Tree Comments</i> <i>Opportunities:</i>	Development density and layout needs to be low so that it is sustainably integrated into and compliments existing natural environment features and mature trees and woodlands retained
<i>Public Protection Comments</i> <i>Significant Constraints:</i>	
<i>Public Protection Comments</i> <i>Other Constraints:</i>	Possible con land and noise from sources on site and road running through middle.
<i>Public Protection Comments</i> <i>Management of Constraints:</i>	Remediation available. Noise mitigation possible. Need to look at on a detailed basis once plans come in but possible to have residential.
<i>Public Protection Comments</i> <i>Opportunities:</i>	
<i>Sustainability Appraisal Conclusion (Residential):</i>	Fair

Sustainability Appraisal Conclusion (Employment):	Fair
Strategic Considerations:	<p>The Ministry of Defence (MOD) have announced plans to relocate the regiment based at Clive Barracks, Tern Hill and dispose of the Barracks for redevelopment. The site contains a large area of brownfield land, some of which is contaminated.</p> <p>The Economic Growth Strategy for Shropshire identifies the opportunity associated with Clive Barracks, Tern Hill, which is located on the A41 strategic corridor.</p> <p>The site is located near to Market Drayton.</p> <p>The site is divided into two components by the A41.</p> <p>Services and facilities would need to be provided on the site to create a sustainable community.</p> <p>The site is located within a landscape parcel with low landscape and visual sensitivity.</p> <p>The sites is considered to control sufficient land to facilitate new and/or improved access points onto the A41. Improvements may also be required to the A41/A53 roundabout.</p> <p>The site contains ancient woodland. It is also in proximity of Local Wildlife Sites.</p> <p>The site is well tree'd and landscaped.</p> <p>The site contains and is in proximity of environmental network core areas and corridors. The site may also contain priority habitats and protected species.</p> <p>The site contains Clive Barracks, a non-designated heritage asset.</p> <p>The site is in proximity of designated and non-designated heritage assets - including listed buildings and scheduled monuments.</p> <p>The site may contain contaminated land associated with past military uses.</p> <p>Noise associated with the A41 and nearby airfield.</p>
Known Infrastructure Requirements to make Development Suitable in Planning Terms:	<p>Ensuring future occupiers have appropriate access to services and facilities and employment opportunities.</p> <p>Provision of a new primary school. This will enable Buntingsdale School and Stoke on Tern Primary School to merge on the site and ensure future residents have access to a primary school.</p> <p>Ensuring necessary works to the highway network are undertaken (including achieving appropriate site accesses and improvements to Tern Hill roundabout).</p> <p>Pedestrian and cycle connectivity through the site and in particular between the north-eastern and south-western portions of the site - through enhancement of an underpass of the A41.</p> <p>Provision of green infrastructure.</p> <p>Any necessary decontamination of the site undertaken.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
Known Infrastructure Opportunities:	<p>Formation of a new settlement through a mixed used development to provide local services and facilities; employment land; new homes; and extensive green infrastructure.</p> <p>Provision of a new primary school to serve future residents of the site.</p> <p>Improvements to Tern Hill roundabout.</p> <p>Pedestrian and cycle connectivity through the site and in particular between the north-eastern and south-western portions of the site.</p> <p>Decontamination.</p> <p>Green infrastructure provision.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
Potential for Windfall?	No
Potential for Allocation?	Yes
Recommendation	Proposed for Allocation as a Strategic Site
Reasoning	<p>Much of the site is brownfield land and will be vacated during the Local Plan Review period (2016-2036). Areas of this brownfield land are subject to contamination.</p> <p>The Economic Growth Strategy for Shropshire identifies an objective to prioritise investment along strategic corridors and growth zones, including the A41 corridor.</p> <p>The mixed-use redevelopment of Clive Barracks, Tern Hill will provide a productive use for a large brownfield site which will be vacated during the Local Plan Review period (2016-2036). The site is on a strategic corridor and will provide economic opportunities in the form of local employment. It will also provide social and environmental opportunities resulting from the provision of additional new homes, local services and facilities and extensive green infrastructure.</p> <p>As such, Shropshire Council considers that emerging proposals for the mixed-use redevelopment of Clive Barracks, Tern Hill represent a sustainable option for the future use of a large predominantly brownfield site on a strategic corridor.</p> <p>It is therefore considered appropriate to identify Clive Barracks, Tern Hill as a preferred strategic site, the redevelopment of which will contribute to meeting the development needs of Shropshire in the longer term.</p>

<p>If proposed for Allocation, Potential Capacity:</p>	<p>The MOD and their consultants emerging proposals for the site would involve Mixed-use redevelopment of the site, to provide local services and facilities; around 5.75ha of employment land; around 750 homes; and extensive green infrastructure, as part of a new settlement. These proposals will be subject to consideration as the Local Plan Review progresses.</p>
<p>If proposed for Allocation Design Requirements:</p>	<p>a. Housing provision on the site should be of an appropriate quantity, quality, design, mix and layout. b. Employment provision is an intrinsic element of the sites redevelopment. Employment provision should be of an appropriate quantity and quality and should occur alongside the provision of housing. c. The local centre will comprise of a range of commercial uses (likely to be a family pub plus convenience store and a small number of modest retail units) on land fronting the A41. The local centre ensures future occupiers of the site benefit from access to local facilities. As such its timely provision is an important consideration and should be directly linked to provision and occupation of housing on the site. d. Green infrastructure provision should be of an appropriate quantity and quality. Its location should seek to protect and enhance the environmental network. e. 1ha of land will be provided for a primary school. This will enable Buntingsdale School and Stoke on Tern Primary School to merge on the site. f. Any necessary improvements to access points and the A41/A53 Tern Hill roundabout should be undertaken. Furthermore, an air quality assessment of the impact of increased vehicular movements from this development on Tern Hill roundabout should be undertaken and its recommendations implemented. g. Appropriate pedestrian and cycle links provided through the site and, in particular, to the proposed primary school and local centre. This includes enhancement of an underpass of the A41, to ensure connectivity between the north-eastern and south-western portions of the site. h. Acoustic design and layout of the site and appropriate building materials (including where necessary appropriate glazing, ventilation and acoustic barriers) should mitigate any impact from noise associated with the nearby A41 and airfield. i. The site may contain contaminated land, which will need to be appropriately managed. j. The site contains an area of ancient woodland and may contain priority habitats, these will need to be retained and an appropriate buffer provided. k. Site design and layout should be informed by an Arboricultural Impact Assessment, with the intention of creating a sustainable juxtaposition of houses and trees. l. The site is in proximity of the River Tern and RAF Tern Hill Local Wildlife Sites, these will need to be appropriately buffered. m. Site design and layout should reflect and respect the sites heritage and heritage assets within the wider area. n. The site should incorporate sustainable drainage, informed by a sustainable drainage strategy. Development should exclude the small portions of the site located in Flood Zones 2 and/or 3 and the small portions of the site located within the 1 in 1,000 year surface flood risk zone. o. Any other relevant supporting studies should be undertaken and their recommendations implemented.</p>