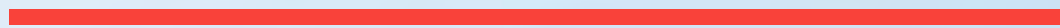


Appendix 2.3.1

**STRATEGIC SITE
REPRESENTATIONS - BESLOW
GARDEN VILLAGE**



Land at Beslow Farm, Shropshire

Local Plan Partial Review Strategic Sites (July 2019)

September 2019

29010005

Land at Beslow Farm, Shropshire - Local Plan Partial Review Strategic Sites

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Land at Beslow Farm, Shropshire

Local Plan Partial Review Strategic Sites (July 2019)

| | |
|--|-----------|
| 1. Executive Summary | 4 |
| 2. Introduction | 7 |
| 3. The Raby Estate | 9 |
| 4. Economic Growth Strategy for Shropshire (2017–2021) | 12 |
| 5. Housing and Employment Growth in Shropshire | 16 |
| 6. Local Plan Partial Review – Assessment of Strategic Sites | 21 |
| 7. Shropshire Spatial Portrait | 33 |
| 8. Location Rationale | 39 |
| 9. Beslow New Settlement | 43 |
| 10. Sustainability Appraisal of Strategic Sites | 52 |
| 11. Conclusion | 55 |
| Appendix 1 - Sustainability Appraisal Assessment | 57 |

1. Executive Summary

- 1.1. Shropshire Council is currently consulting on preferred strategic sites (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.
- 1.2. Three current preferred strategic sites have been identified in the document, namely:
 - Clive Barracks, Tern Hill;
 - Former Ironbridge Power Station; and
 - RAF Cosford.
- 1.3. A fourth potential strategic site has been identified at Junction 3 of the M54 which lies entirely within the Green Belt. At this stage Shropshire Council has not identified the site as a preferred site and notes that further evidence and justification is required to enable the site at Junction 3 of the M54 to be formally identified as a preferred location for development.
- 1.4. None of the options currently identified in the Preferred Strategic Sites consultation are particularly transformational nor do they have the potential to generate the real 'step change' in Shropshire's economy as outlined in the Economic Growth Strategy for Shropshire (2017-2021).
- 1.5. For Shropshire to meet its economic growth aspirations, the location of new strategic development will be a key factor in attracting the type of inward investment in the sectors it wishes to grow.
- 1.6. The Raby Estate has a substantial landholding which is centrally located in Shropshire and covers a significant portion of the area that this report considers to be the most suitable for strategic development which can offer the most benefits to Shropshire.
- 1.7. The Raby Estate recognises and wishes to support the growth aspirations of Shropshire and is willing to work with the Council in developing a proposal for a new settlement within its ownership.
- 1.8. The Estate has assembled an experienced professional team comprising of award winning firms who have the requisite experience, local understanding and enthusiasm to deliver a truly exceptional scheme for Shropshire. The team includes WSP|Indigo, RTPi Planning Consultancy of the Year award winners in 2015 and 2017, URBED, the Wolfson Economics Prize winners in 2014 for their work on a model for a 21st Century Garden City, Mode Transport Planning, Allan Moss Associates and Greenscape Environmental.
- 1.9. The team has created a vision for a new settlement within Raby Estate's sole ownership which seeks to create an enduring and sustainable new settlement founded on Garden Village principles and the architectural and planning traditions of Shropshire. The

1. Executive Summary

Raby Estate envisage the new settlement to become a model new settlement for the twenty-first century which fosters a vibrant and successful community and puts Shropshire at the forefront of planning for a positive future.

- 1.10. An initial proposal has been developed which identifies that the site could be delivered in two phases providing up to 3,500 homes in total alongside 17ha of employment land, community uses and infrastructure. The opportunity is set out in further detail in the supporting Vision Document.
- 1.11. The site is well placed to deliver a new settlement and has substantial benefits above other potential options. These are as follows:
 1. Is strategically located within the county, between Shrewsbury and Telford, allowing it to meet county wide needs.
 2. Can deliver a significant amount of new housing including a significant proportion of affordable homes alongside supporting community uses and infrastructure, including substantial green infrastructure.
 3. It can help deliver the aims and objectives of the Economic Growth Strategy in that it will provide the new employment opportunities within the county and help facilitate the growth of underrepresented sectors such as advanced manufacturing including engineering, agri-food and agri-tech in a location closely linked with agriculture with a landowner who is willing to facilitate growth in this area;
 4. It lies outside of the Green Belt and AONB and is relatively unconstrained;
 5. It is in single ownership, with a responsible owner that takes a long-term view with legacy a driving principle. The site's single ownership will also assist in the deliverability of the site;
 6. It is well located for the Parkway station at Preston and has the ability to enhance public transport in the corridor from Shrewsbury to Telford; and
 7. It can be brought forward more quickly than other options which are reliant on the availability of land or the need for significant mitigation and site preparatory works.
- 1.12. The site has been assessed against the criteria used by the Council in its Sustainability Appraisal and it scores more favourably in sustainability terms than the other strategic sites identified by the Council.
- 1.13. The site should be identified as a potential alternative to the options identified by the Council.

1. Executive Summary

- 1.14. The Raby Estate and its team are very keen to explain their plans and develop them in collaboration with the Council, as they truly believe they can have a transformational and positive impact for the county.
- 1.15. The Estate are enthusiastic about this exciting opportunity and consider that an early stage of development before 2036, allied to future development beyond 2036, can collectively allow the creation of an enduring and sustainable new settlement founded on the architectural and planning traditions of Shropshire.
- 1.16. The Raby Estate envisage the new settlement to become a model new settlement for the twenty-first century which fosters a vibrant and successful community and puts Shropshire at the forefront of planning for a positive future.

2. Introduction

- 2.1. This submission has been made by WSP | Indigo on behalf of the Raby Estate in response to the Shropshire Local Plan Partial Review Preferred Strategic Sites consultation. It should be read alongside the Beslow New Settlement Vision document which has been submitted with this report.
- 2.2. As this report will demonstrate, none of the options currently identified in the Preferred Strategic Sites consultation are particularly transformational nor do they have the potential to generate the real 'step change' in Shropshire's economy as outlined in the Economic Growth Strategy for Shropshire (2017-2021). This is largely down to locational factors, scale and, in the case of RAF Cosford, the fact that development will meet Ministry of Defence (MOD) rather than Shropshire's needs.
- 2.3. For Shropshire to meet its economic growth aspirations, the location of new strategic development will be a key factor in attracting the type of inward investment in the sectors it wishes to grow.
- 2.4. The optimum location for a new settlement and employment opportunities lies within an area between the main towns of Shrewsbury and Telford, close to the A5/M54 strategic growth corridor. The area is relatively unconstrained, falling outside of both the AONB and the Green Belt. Through careful and considerate design, a scheme can be provided to meet housing and employment growth aspirations whilst preserving and enhancing local environmental, heritage and cultural assets.
- 2.5. The provision of a new settlement in this location, supported by new employment opportunities, offers a significant opportunity to provide new and enhanced public transport connectivity between rural settlements and the main towns and railway stations in the area, including the proposed Parkway Station at Preston.
- 2.6. The Raby Estate is proposing to make land available within its ownership for a new settlement as a suitable alternative to those put forward in the Council's latest consultation document. The potential site is at Beslow Farm, located to the south of Roman Road and to the east of Wroxeter. The location of the site is shown on the plan below.



2. Introduction

2.7. Further details of the proposed opportunity are outlined in the accompanying Beslow New Settlement Vision Document.

2.8. This report:

- Provides an introduction to the Raby Estate in Section 3;
- Outlines the aims and objectives of the Council's Economic Growth Strategy in Section 4;
- Outlines the housing and employment growth expectations in Shropshire in Section 5;
- Provides an assessment of the identified strategic sites in Section 6;
- Introduces the proposed opportunity at Beslow in Section 7;
- Undertakes a sustainability appraisal of the proposal and compares this with the Council's assessment of the strategic site options in Section 8; and
- Provides our summary and conclusions in Section 9.

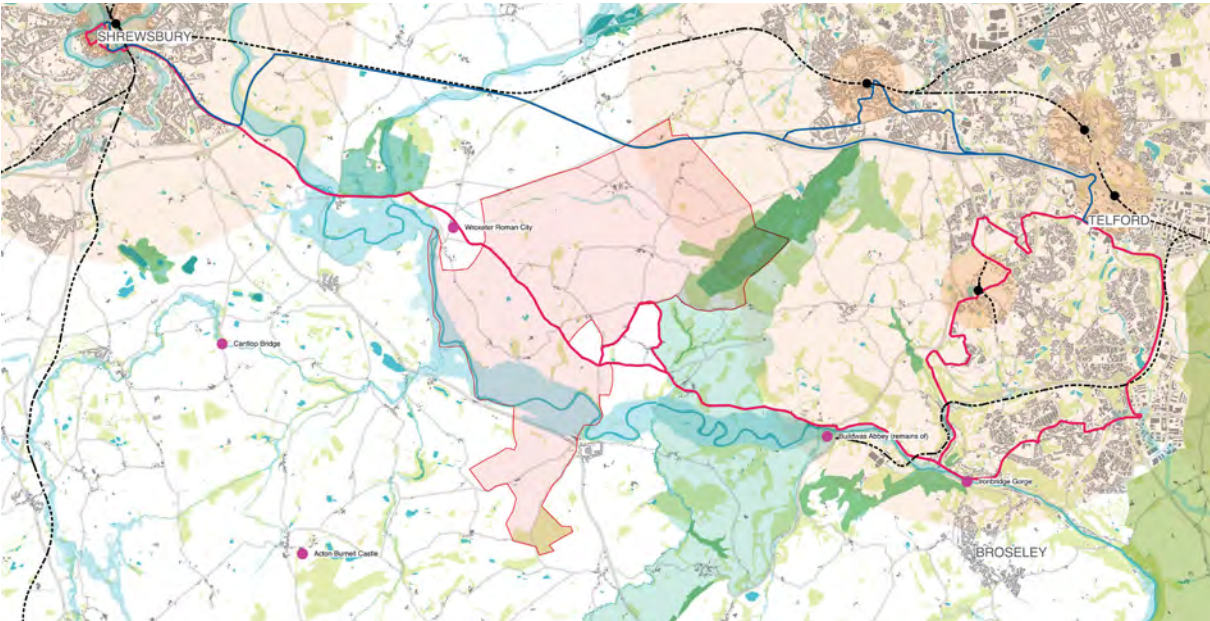
3. The Raby Estate

About the Raby Estate

- 3.1. Raby Estate business operations include in-house farms, let farms and residential property, visitor attractions, holiday lets/hotel and sporting enterprises across three estates in County Durham and Shropshire.
- 3.2. The Shropshire Estate has been held by the Vane family since the beginning of the 19th Century. The estate is situated between Shrewsbury and Telford consisting of leasehold farms from where the Estate's tenants run their own farming businesses, cottages where people make their homes and holiday lets. The estate comprises around 6,500 acres including 3,900 acres of let land, 1,800 acres of land farmed by the estate and 800 acres of mixed amenity and commercial woodland.

Raby Estate, Shropshire

- 3.3. The current Raby Estate is situated between Shrewsbury and Telford to the south of the A5. The Estate encompasses the summit and greater part of the Wrekin and extends from the A5 in the north, the Wrekin in the east, Cressage and its rural surrounds towards Kenley in the south and the River Seven in the west.
- 3.4. Raby Estate covers the Wroxeter and Uppington Parish, Cressage Parish and Kenley Parish Parts of Uppington, Rushton, Eyton, Drton, Cressage and Kenley settlements are all under the stewardship of the Raby Estate.
- 3.5. A plan identifying the extent of Raby Estate's ownership in Shropshire is provided below.



3. The Raby Estate

Raby Estate's Values

- 3.6. The aim for the Raby Estate is to develop a sense of place, building new and renovating existing property to nurture a community for Shropshire providing new work opportunities, homes, including affordable homes, creating spaces for people to visit, learn and exercise, to help with the health and wellbeing of people in the county.
- 3.7. Raby's management and planning for the long-term future of the Estate is built around the following values:
 1. **Stewardship:** the Estate takes a long-term approach to the management and ownership of the estate and aims to hand over a stronger business for the benefit of future generations.
 2. **Setting high standards:** the Estate strives to set high standards in everything they do which is measured by the quality of what the Estate delivers, both in terms of environmental improvements and the sensitive management of its property.
 3. **Respecting and valuing its people:** the Estate aims to be a place where people are proud to live and work. It strives to build a strong community, providing appropriate amenities for its employees and residents to enjoy working and living on the Estate.
 4. **Decision making for the longer-term:** the Estate takes a strong leadership approach to the management of the Estate, taking difficult decisions for the benefit of future generations to secure the long-term economic viability and sustainability of the site at its core.

Raby Estate's role in the local economy and community

- 3.8. Raby Estate plays an important role in the economy of Shropshire including:
 1. The Estate works with its farming tenants to help them maintain thriving businesses.
 2. A large part of the Shropshire estate is farmed in hand with the help of a local entrepreneurial farming business. The farm produces wheat, beans, oil seed rape, potatoes and lamb.
 3. The Estate's woodlands are managed for public access, for the environment and the production of high quality timber materials.

3. The Raby Estate

4. The Estate works with a least 30 contractors and suppliers each year ensuring a minimum of 80% of the Estate's expenditure is spent within Shropshire.
5. Visitors are attracted to the wider estate, which includes The Wrekin, and they spend money in the local economy.
6. The Estate provides homes for people to live and work locally.
7. The Estate will continue to foster close links with businesses, Councils and educational assets.
8. The Estate helps to facilitate Eyton Races which is based on the Estate and takes place twice a year on the Easter and May Day bank holidays.
9. The Estate's team supports local community groups such as the scouts, cricket club and village communities.

Raby Estate's Opportunity

- 3.9. The Estate has a long-term view, good location, ownership of natural capital and valued built assets. Under the strong management of the team, this will provide economic growth in line with Shropshire's objectives.
- 3.10. Development will of course provide economic growth for Raby which is vital and important to provide funding for future investment. The Estate's development will enhance the quality of life and natural capital to ensure local economic growth.
- 3.11. Raby Estate is currently assessing opportunities around the rural settlements within its Estate to provide new employment and retail services to key rural cluster settlements such as Uppington, Rushton, Aston and Longwood, supplying a new housing development in Cressage and leisure and tourism opportunities on The Wrekin.
- 3.12. Financial sustainability is key for the local community, Shropshire and Raby Estate to build its businesses and create a sense of place for cohesive economic growth. Raby feels this will be achieved through sympathetic development to create places that will provide opportunities for those living and working in Shropshire. This can only be achieved by meeting common goals and working in partnership.
- 3.13. Raby Estate is a responsible landowner of natural capital and can help meet Shropshire's objective for improving the environment. New development on the Raby Estate will allow places for natural capital, the environment, tourism and wellbeing to grow. This will be achieved by providing spaces and attractions for people to explore the wider Raby Estate.

4. Economic Growth Strategy for Shropshire (2017–2021)

- 4.1. The Economic Growth Strategy for Shropshire (2017-2021) sets out Shropshire Council's commitment and ambition to grow the economy of the County. The strategy identifies the need for a 'step change' in Shropshire's economy to:
- Reduce levels of out-commuting;
 - Retain employment and skills locally;
 - Increase productivity; and
 - Address housing affordability issues.
- 4.2. The aim of the Economic Growth Strategy is to provide the vision and ambition that will direct the actions Shropshire Council will take to achieve increased economic productivity and a prosperous and resilient economy. Shropshire Council is committed to growing the local economy.
- 4.3. The Council's Economic Growth Vision for Shropshire is:
- 'To be the best place to do business and invest, renowned for its pool of local talent and expertise. We will strive to maximise our economic potential and increase productivity by fully utilising the benefits of our special environment and high quality assets.'*
- 4.4. The strategy states that Shropshire is a high quality location and has a generally well performing economy. It has one of the best natural and historic environments in England. It already has a reputation for being a fantastic place to live and having an economically active population with higher levels of qualifications than the national or regional average. Shropshire communities enjoy an exceptionally high quality of life and environment, with vibrant historic market towns, an Area of Outstanding Natural Beauty, and one of the highest concentrations of historic monuments and buildings in the country.
- 4.5. The strategy states that the Council will use these assets to attract investment and will continue to nurture them to ensure they are sustained for current and future generations to enjoy.

Objectives

- 4.6. The strategy recognises that a step change is needed in Shropshire's economic productivity. It has significant potential to do more and do it better. To realise the Council's ambition to facilitate sustainable economic growth, it states that it will be focused and committed to achieving maximum economic productivity from the assets and opportunities across the County. This will be based on three key objectives, namely to:
- Support and grow new and existing businesses;
 - Attract inward investment; and
 - Develop and retain talent and skills.

4. Economic Growth Strategy for Shropshire (2017–2021)

- 4.7. To deliver against its vision, the Council has identified six priority actions. These are to:
 - 1. Target actions and resources where there are economic opportunities;
 - 2. Enable businesses to start, grow and succeed;
 - 3. Deliver infrastructure to support growth;
 - 4. Meet skills needs of businesses and people’s aspirations for work;
 - 5. Promote Shropshire to investors; and
 - 6. Build its reputation as a Council that is ‘good to do business with’.

- 4.8. In order to achieve Shropshire Council’s ambition for growth, and to support the Marches LEP ambitions and targets to build 70,000 new homes and create 40,000 new jobs by 2031, together with the West Midlands Combined Authority’s ambitious plans for growth, the Economic Growth Strategy sets the following targets in Shropshire over the next five years (to 2021):



Increase GVA (currently £6 billion) by 12%



Secure £300 million of private sector investment into the county



At least 3,700 new jobs



1,375 new homes per annum.

Key opportunities

- 4.9. The Economic Growth Strategy identifies a number of key opportunities in Shropshire.

4. Economic Growth Strategy for Shropshire (2017–2021)

Major employment sites and growth corridors

- 4.10. The strategy identifies a number of strategic corridors and growth zones. These include the M54/A5 East growth corridor which is linked to investment in Telford and the clustering and supply chain opportunities from existing and future companies in this part of the County. This is a key road and rail transport corridor which reinforces Shropshire's proximity to the West Midlands.

Target growing and under-represented sectors

- 4.11. Shropshire and the Marches have a number of sectors that are performing well with extremely successful companies. The Council's strategy includes working with companies in these sectors to support their growth and ongoing success. The Council will support innovative and advancing solutions in these sectors to enable their growth in an ever competitive global economy.
- 4.12. The Council has identified six existing sectors where there is growth potential, particularly with an emphasis on technologies and innovation:
- Advanced manufacturing including engineering, agri-food and agri-tech;
 - Food and drink processing;
 - Health and social care;
 - Visitor economy (and heritage based businesses);
 - Environmental science and technologies; and
 - Creative and digital industries.
- 4.13. The Economic Growth Strategy identifies a number of immediate and short/medium term actions that it will focus on delivering to realise the potential of the key opportunities above. These include:

Immediate actions

- Prepare a coherent visitor economy strategy alongside the sector, including those which provide a heritage based offer, that clearly sets out the ambitions and opportunities and is clear on the Council's role within it.

Short/medium term actions

- Promote a strategic 'plan-led' approach to housing and employment development and use the local plan review to support this.

4. Economic Growth Strategy for Shropshire (2017–2021)

- Support growth opportunities in the agri-tech sector by working with Harper Adams University and partners to become leaders in this field and develop the agri-tech West proposition.
- Strategically understand Shropshire's natural and historic environment assets, knowledge and expertise, and the ways in which they can be used as resources.
- Support the University Centre Shrewsbury ambitions to become a centre of excellence for environmental sciences, technology and management and create an environmental innovation hub.

5. Housing and Employment Growth in Shropshire

- 5.1. The Shropshire Local Plan currently comprises the Core Strategy (adopted 2011) and the Site Allocations and Management of Development (SAMDev) Plan (adopted 2015). These documents set out proposals for the use of land and policies to guide future development to help to deliver the sustainable growth in Shropshire for the period up to 2026.
- 5.2. However, local planning authorities are required to keep under review any matters that may affect the development of its area or the planning of its development. There is a requirement to objectively assess the development needs of the County and this also permits a longer-term view to be taken for the period to 2036.
- 5.3. To meet the requirements of national policy, the Local Plan needs to identify enough land to provide for future housing and employment to reflect Shropshire's future needs. The partial review needs to establish future growth requirements for Shropshire in a way which is consistent with national policy.
- 5.4. Shropshire Council is undertaking a Local Plan Partial Review in order to meet the following objectives:
 - Provide an appropriate development strategy for Shropshire for the period 2016-2036;
 - Ensure a deliverable Development Plan for Shropshire which secures a five year land supply for both housing and employment development;
 - Support the development of sustainable communities which are thriving, inclusive and safe, ensuring that people in all areas of Shropshire have access to decent affordable homes, jobs, education and training;
 - Support rural communities through the delivery of local housing and employment opportunities;
 - Promote sustainable economic development and growth by providing a flexible and responsive supply of employment land and premises, and the development of further/higher education and training opportunities;
 - support business development, satisfy the changing needs and demands of the Shropshire economy, promote inward investment, and help generate skilled, well paid employment opportunities; and
 - Support the development of sustainable tourism, rural enterprise, broadband connectivity, diversification of the rural economy, and the continued importance of farming and agriculture.

5. Housing and Employment Growth in Shropshire

- 5.5. The Council is planning for a greater level of growth than required to enable the delivery of higher rates of affordable housing delivery through new open market housing schemes and on affordable only 'exception' schemes. It also aims to provide the basis for a significant number of new jobs to be created in the county through the provision of additional employment land.
- 5.6. The Council considers that this level of growth will have a positive influence on the number of economically active people in the county. In turn, this helps to maintain and increase levels of economic growth within the county.

Local Plan Partial Review - Preferred Scale and Distribution of Development (October 2017)

- 5.7. The Council consulted on the Local Plan Partial Review – Preferred Scale and Distribution of Development consultation in October – December 2017. The document:
 - Set out the preferred scale of housing and employment development in Shropshire 2016-36;
 - Set out the preferred distribution of this growth;
 - Identified housing and employment growth guidelines for the strategic centre and each principal and key centre;
 - Confirmed the methodology which Shropshire Council proposes to adopt to identify a settlement hierarchy in Shropshire;
 - Listed the settlements which form part of this hierarchy, including those that will, in future, be identified as Community Hubs and those that will be maintained as Community Clusters;
 - Proposed draft policies for the management of development within Community Hubs and Community Clusters; and
 - Identified other development requirements which may need to be addressed as part of the Local Plan Review.
- 5.8. No sites were identified in this document as these would be considered in further consultation documents.

Housing growth

- 5.9. The document identified that the key components for the housing requirement are as follows:

5. Housing and Employment Growth in Shropshire

- A 'High' housing growth target of 28,750 dwellings, equivalent to an average delivery rate of 1,430 dwellings per year for the whole of Shropshire; and
 - As existing housing completions, commitments and allocations amount to 18,583 dwellings, the net additional housing now required is 10,347 dwellings.
- 5.10. Shropshire Council undertook a full and objective assessment of housing need (FOAHN), using the best practice guidance available at the time, to inform the Local Plan Review. The results of this assessment were published in July 2016 and indicated a need for 25,178 dwellings between 2016 and 2036 (1,259 dwellings per year).
- 5.11. Since this assessment was published the Government has subsequently published for consultation a proposed 'standard methodology' on how Local Authorities should calculate housing need.
- 5.12. The Government's consultation document seeks to provide a level playing field for the calculation of housing need. In so doing, this should reduce the amount of challenge to Local Plans on this issue.
- 5.13. In Shropshire's case, when the Government's proposed methodology is applied, this results in a housing need of 25,400 between 2016 and 2036 (1,270 dwellings a year). This correlates very closely with the Council's existing assessment of need in the Shropshire FOAHN (July 2016).
- 5.14. The Council has produced a supporting document as part of the evidence base for the Local Plan Review which provides more detail on the calculation of housing need in Shropshire. The Council considers this evidence endorses the Council's approach to the choice of preferred housing requirement.

Economic growth and employment

- 5.15. The document identifies that the key proposals for meeting economic growth and employment as follows:
- Balanced employment growth to deliver around 300 hectares of employment development at an average rate of 15 hectares of employment land per year; and
 - The existing employment land supply amounts to 223ha, giving a net requirement for around 80ha of new employment land. However, this is a minimum requirement and some additional land over and above this minimum is likely to be needed.
- 5.16. The vision for Shropshire is to continue to create a great place to live, learn and work. This vision is supported by the Economic Growth

5. Housing and Employment Growth in Shropshire

Strategy that sets out an ambitious aspiration that Shropshire will become *'the best place to do business and invest, being renowned for its pool of local talent and expertise'*. This strategy also seeks to ensure that the Council will strive to maximise economic potential and increase its productivity by utilising the benefits of the County's special environment and high quality assets.

- 5.17. This strategy (outlined in Section 4 of this report) embraces the challenges and opportunities of the Shropshire economy by addressing the themes and actions that informed its vision and captures the Council's aspirations to be:
- A highly attractive destination for national and international capital known for its high quality of life and resilient communities;
 - An entrepreneurial and business friendly environment where small and medium sized enterprises are supported to start up, grow and prosper;
 - Recognised for its training and support services to create a productive working age population where younger people in particular can develop skills and find fulfilling employment; and
 - A place where the economic objectives for growth, productivity and employment are supported by services that enable people to start well, live well and age well.
- 5.18. The Council considers that to achieve the aspirations of the strategy, it will be necessary to encourage new development to deliver the scale and distribution of housing development proposed in this Preferred Option and to provide an appropriate scale, range and choice of employment opportunities across the County. The latter will complement housing growth and deliver the Economic Growth Strategy by creating new jobs to meet the needs of current residents and to provide opportunities to attract more economically active people into Shropshire.

Distribution of development

- 5.19. The document identifies the following complementary key proposals for the distribution of development in Shropshire:
- An 'Urban Focused' distribution of development: Shrewsbury (around 30%), Principal Centres (around 24.5%), Key Centres (around 18%) and Rural Areas (around 27.5%);
 - Development at strategic sites such as Ironbridge Power Station and Clive Barracks; and
 - Potential new Garden Village settlements in strategic locations.

5. Housing and Employment Growth in Shropshire

- 5.20. The Council outlined its proposed distribution of development in Table 2 of the document.

Local Plan Review - Consultation on Preferred Sites (November 2018)

- 5.21. The Preferred Sites consultation (November 2018) identified that existing housing completions, commitments and allocations amount to around 18,500 dwellings, so the net additional housing now required is around 10,250 dwellings.
- 5.22. The document identified the preferred options for new housing sites in Shropshire.
- 5.23. The document identified that the capacity of housing allocations identified in the document equated to 7,404 homes. In addition, the table identifies a remaining total windfall allowance of 2,875 homes. This equates to an overall total of 10,279 homes.
- 5.24. Based on the above, the Council considers that it has identified sufficient housing sites to meet its needs up to 2036. However, almost 30% of its housing requirement is proposed to be met by windfall sites which is a very high proportion.

Garden Communities

- 5.25. The consultation document made several references to potential sites for new garden communities, the exact detail of which would be considered in a Strategic Sites consultation which has now been published.

6. Local Plan Partial Review – Assessment of Strategic Sites

- 6.1. Shropshire Council is currently consulting on preferred strategic sites (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. These representations respond directly to that consultation.
- 6.2. Shropshire's Economic Growth Strategy identifies the need for a 'step change' in Shropshire's economy to: reduce levels of out commuting; retain employment and skills locally; increase productivity; and address housing affordability issues. The Economic Growth Strategy also identifies a number of strategic corridors and growth zones including the M54/A5 and A41 through Shropshire.
- 6.3. The strategic sites are considered by the Council to provide strategic opportunities to deliver the objectives of Shropshire's Economic Growth Strategy, including the delivery of investment within strategic corridors, to increase the productivity and output of the local economy. They also have the potential to generate significant new investment in employment, thereby increasing the number but also the quality of jobs locally; provide additional housing, resulting in a positive opportunity to generate greater resilience in housing delivery through increased choice and competition; and contribute to improved infrastructure and local services.
- 6.4. The Council's currently preferred strategic sites are:
 - Clive Barracks, Tern Hill;
 - Former Ironbridge Power Station; and
 - RAF Cosford.
- 6.5. Shropshire Council considers that there is sufficient evidence and justification for these proposals to be preferred for allocation as 'strategic sites'. Although the Council hasn't specified how many of these sites may be taken forward in the final version of the Local Plan Partial Review, we understand that all options may be considered if it helps the Council realise its economic growth options.
- 6.6. The Council also notes that there is a further potential strategic site at Junction 3 of the M54. At this stage Shropshire Council considers that further evidence and justification is required to enable the site at Junction 3 of the M54 to be formally identified as preferred for development.
- 6.7. This section provides an assessment of the strategic sites identified in the Local Plan Partial Review Strategic Sites consultation document. This assessment reviews the information on each of the sites provided in the consultation document and the supporting evidence base.

6. Local Plan Partial Review – Assessment of Strategic Sites

- 6.8. This assessment is limited by the information available as no supporting technical studies for each of the proposed strategic sites have been published alongside the latest consultation.
- 6.9. We assess each potential strategic site in turn below.

Clive Barracks, Tern Hill

- 6.10. The Clive Barracks site at Tern Hill is a 72ha primarily brownfield site located approximately 4km to the south west of Market Drayton, 24km to the north east of Shrewsbury and 23km to the north west of Telford.
- 6.11. The site is currently home to the 1st (Regular) Battalion of the Royal Irish Regiment. However, in March 2016 the Ministry of Defence (MOD) announced plans to relocate the regiment and dispose of the Barracks for redevelopment.
- 6.12. The document notes that supporting evidence and engagement have informed the preparation of an indicative masterplan by the MOD and their consultants. This indicative masterplan illustrates the 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. 450 homes would be expected to be completed within the plan period up to 2036.
- 6.13. The document states that, as a large strategic site, it is not anticipated that redevelopment will commence until at least 2026/27. With an approximate build rate of 50 dwellings per annum, redevelopment is expected to occur over a 16 year period. This means around 450 dwellings are expected to be constructed during the Local Plan Partial Review period to 2036 and the remainder in the period beyond.
- 6.14. The MOD has recently advised that the site will not be sold until 2025. This has been delayed from 2022 following a review by the MOD of its estate and disposal strategy. There is a risk that the MOD may undertake subsequent reviews which could postpone the disposal of the site even further and result in fewer homes, if any, from being delivered in the period up to 2036.
- 6.15. It is also unclear if the delay in the MOD selling the site has been factored into expected commencement date of 2026/27 or whether this will be pushed back by three years to 2029/30. If so, this would reduce the number of homes that could be delivered on the site in the period to 2036 by 150 homes resulting in a potential delivery of 300 homes within the plan period.

6. Local Plan Partial Review – Assessment of Strategic Sites

- 6.16. Given the scale of development proposed (750 homes), it is also questionable whether the critical mass could be generated to be sufficient to support the level of local services and facilities required to develop a sustainable new community in this location. The ability of the site to only deliver 450 homes within the plan period also means that significant benefits are unlikely to be delivered until post 2036.
- 6.17. Although the site is predominantly brownfield land, it is not without its constraints.
- 6.18. The site is currently reliant on the use of the private car and the nearest railway station is approximately 11km to the west at Prees which has limited parking and infrequent connections to Shrewsbury, Telford and further afield.
- 6.19. The site contains an area of ancient woodland and is also near the River Tern and RAF Tern Hill Local Wildlife Sites. There are also small portions of the site which are 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.
- 6.20. Although the site offers a good opportunity to make the most of brownfield land once the MOD vacates the site, due to the scale of new housing and employment land proposed on the site, it is unlikely that the development of this site will help the Council realise the Economic Growth Strategy's aim of achieving a real step change in Shropshire's economy.

Former Ironbridge Power Station

- 6.21. The Former Ironbridge Power Station is a 140ha partly brownfield site comprising the former power stations and associated uses; a former social club (redundant sports pitches, timber pavilion and golf course); borrow pits; Pulverised Fuel Ash (PFA) landfill waste tips; a rail siding, which was historically used to transport coal to the site; and agricultural land.
- 6.22. Following the closure of the power plants, the site is being developed by The Harworth Group.
- 6.23. The Harworth Group's emerging proposals for the site include 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 railway station with park and ride facilities; and significant areas of green infrastructure (including allotments and sports pitches), as part of a new settlement. The National Grid and Western Power Distribution sub-stations and equipment are to be retained on the site.

6. Local Plan Partial Review – Assessment of Strategic Sites

- 6.24. 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. Shropshire Council considers that 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.
- 6.25. The Former Ironbridge Power Station is a 140ha partly brownfield site comprising the former Power Stations and its associated uses.
- 6.26. The Harworth Group’s emerging proposals for the site would involve a mixed-use development, including around 1,000 dwellings.
- 6.27. The Council reports that, as a large strategic site (much of which has previously been developed) with complex issues to be addressed, it is not anticipated that redevelopment will commence until at least 2022/23. However, the promoters consider that the development could be completed within the Local Plan Review period to 2036.
- 6.28. Despite the support for the site’s allocation and redevelopment, we consider that the overall quantum of housing and the timescales for delivery to be ambitious given the number of issues on the site that will need to be addressed.
- 6.29. Critical factors include the need to:
- Retain the National Grid and Western Power Distribution substations, particularly the land take, need for a stand-off, ensuring necessary access restrictions, and taking into account the implications for surrounding land uses and noise.
 - Undertake demolition, mineral working and decontamination of the site;
 - Minimise landscape and visual impact; and
 - Ensure natural environment and heritage assets are given appropriate consideration and where appropriate integrated into the redevelopment.
- 6.30. All the above will have an impact on the timing and delivery of the proposed scheme and the ability to provide up to 1,000 homes on the site, particularly by 2036.
- 6.31. The Council needs to be satisfied that sufficient evidence exists to demonstrate that 1,000 homes can be delivered on the site in the timeframe envisaged.

6. Local Plan Partial Review – Assessment of Strategic Sites

- 6.32. Although the site is predominantly brownfield land and has support for housing development, it is not without its constraints.
- 6.33. The site performs extremely poorly in the Council's Sustainability Appraisal because it:
- Contains parts of Tick Wood and Benthall Edge SSSI;
 - Contains part of the Buildwas Sand Quarry SSSI;
 - Contains part of the Buildwas Sand Quarry Wildlife Site;
 - Contains an outdoor sports facility;
 - Is partly on grade 3 agricultural land (best and most versatile);
 - Is in Flood Zones 2 and 3 (along the river);
 - Contains (an extremely) small part of the Severn Gorge Conservation Area;
 - Is close to other parts of Tick Wood and Benthall Edge SSSI and the Buildwas River Section SSSI;
 - Is close to Tick Wood, Banghams Wood and Benthall Edge Wood Ancient Woodland sites;
 - Is close to the River Severn, Buildwas Roadside Verge and Birches Coppice Wildlife Sites;
 - Has a group Tree Preservation Order on its western boundary (in the grounds of Buildwas Abbey);
 - Is not within easy walking distance of community services and amenities such as a primary school or GP surgery;
 - Is close to the Ironbridge Gorge World Heritage Site;
 - Is close to Buildwas Abbey Scheduled Ancient Monument;
 - Is close to the remainder of the Severn Gorge Conservation Area; and
 - Is close to two Grade II Listed Buildings: The Slip and Albert Edward Bridge.
- 6.34. Out of all the strategic site options considered in the Strategic Sites consultation, the former Ironbridge Power Station site performs the worst according to the Council's own sustainability appraisal.

6. Local Plan Partial Review – Assessment of Strategic Sites

- 6.35. Similar to our view on Clive Barracks, the land at Ironbridge Power Station offers the Council the opportunity to make best use of a brownfield site that would otherwise be vacant and derelict. However, other site opportunities should be brought forward in parallel, if a real step change in Shropshire’s economy is to be achieved.

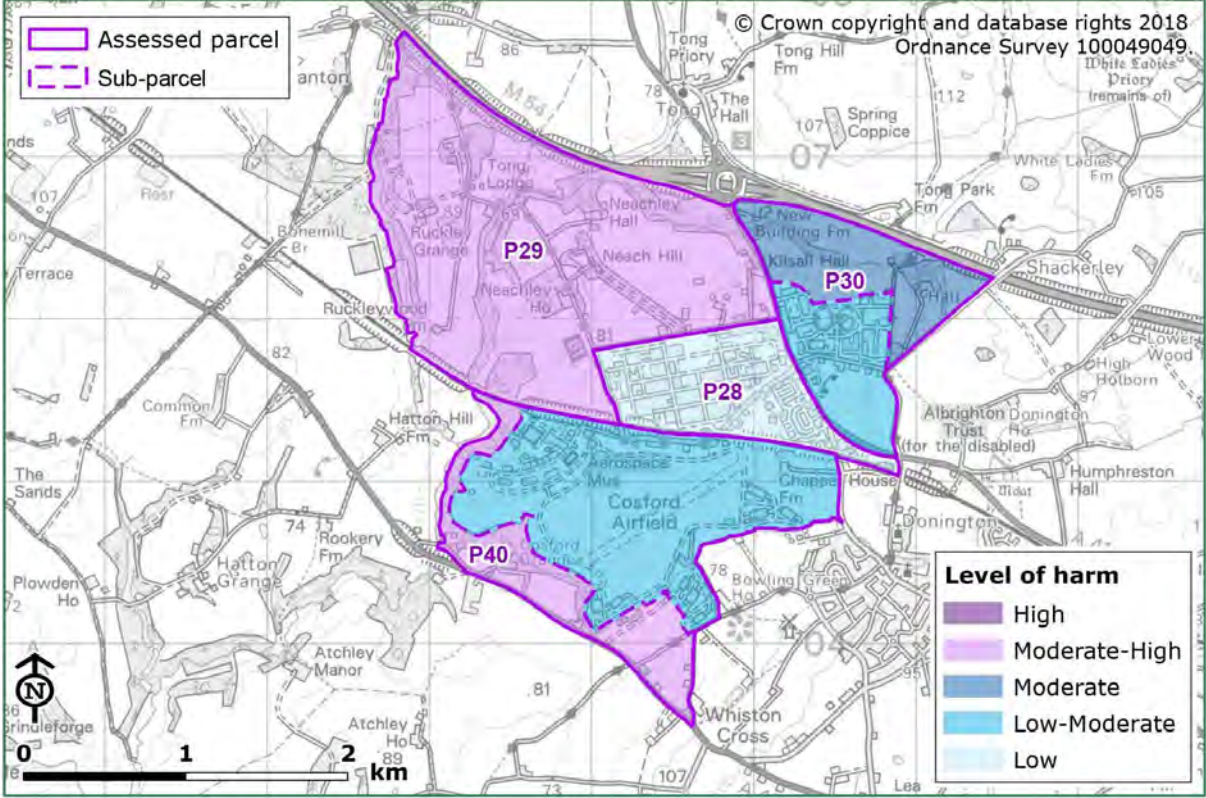
RAF Cosford

- 6.36. RAF Cosford is a military base and airfield located wholly in the Green Belt, to the north west of Albrighton. It opened in 1938 as a joint aircraft maintenance, storage and technical training unit and remains primarily a training unit to the present day. The site also houses the renowned Cosford Air Museum and hosts the Cosford Air Show. Areas of the site are also used by the West Midlands Air Ambulance and West Midlands Police.
- 6.37. RAF Cosford is currently a major part of the Defence College of Technical Training (DCTT). It is at the centre of the RAF’s mission to deliver flexible, affordable, modern and effective technical training that meets the needs of the UK’s Armed Forces now and into the future.
- 6.38. The MOD is undertaking a ‘Defence Optimisation Programme’ the aim of which is to create a smaller and significantly better estate that effectively supports the armed forces, and their role in protecting the security, independence and interests of the UK at home and abroad.
- 6.39. The disposal of RAF Cosford was discounted by the MOD at an early stage of its disposal programme and, as such, the site’s future is more certain as it has been designated a ‘receiver site’ and will have an important role to play in the future optimisation of the MOD estate. Therefore, development on the site (in housing and employment terms) will be MOD focused.
- 6.40. At this stage no details of the number of homes or quantum of employment floorspace has been identified but it is recognised that growth in this location will be focused on meeting the needs of the MOD and will not contribute to meeting housing and employment needs for Shropshire.
- 6.41. 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.

6. Local Plan Partial Review – Assessment of Strategic Sites

- 6.42. 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.
- 6.43. 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.
- 6.44. However, the Council recognises 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 housing and economic growth needs. However, the Council recognises that proposals for the site 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.
- 6.45. This is consistent with the West Midlands Combined Authority (WMCA) Draft Spatial Investment and Delivery Plan (February 2019) which identified a key strategic growth corridor along the M54 stating that there is potential for significant employment growth focusing on key sectors set out in Shropshire Economic Growth Strategy linked to the advanced manufacturing opportunities to create a hub maximising M54 and RAF Cosford. The Delivery Plan specifically refers to RAF Cosford and not land to the north of the M54.
- 6.46. The sites adjoining RAF Cosford have been assessed in the Green Belt Review Stage 2 (November 2018).
- 6.47. The extract taken from the Stage 2 assessment provided below shows the level of harm associated with the release of parcels/sub-parcels considered within the assessment around Cosford.

6. Local Plan Partial Review – Assessment of Strategic Sites



6.48. The extract above shows that the area identified as part of the RAF Cosford Strategic site is of low and low-moderate value in Green Belt terms. Taking into account the previously developed land on the site within the Green Belt, which is considered by the assessment to be of less value, the site appears to be suitable for release from the Green Belt for new development.

6.49. Although there are arguments for Green Belt release at RAF Cosford to support the needs of the MOD and wider economic objectives, we are concerned that Green Belt release in this location, coupled with the potential release of land to the north of Junction 3 of the M54 and proposed Green Belt release at Albrighton and Shifnal could, cumulatively, seriously undermine the extent and purpose of the Green Belt in Shropshire.

6.50. The proposed development at RAF Cosford will not contribute to meeting market and affordable housing needs in Shropshire as it will be focused on returning military personnel (ie additional housing above the assessed need) and employment floorspace associated with MOD use.

6.51. This site will therefore be needed in addition to others that will meet Shropshire’s housing and employment needs.

6. Local Plan Partial Review – Assessment of Strategic Sites

Other potential strategic sites

- 6.52. In addition to the three preferred strategic sites, a further potential strategic site has been identified by the Council at land north of Junction 3 of the M54. However, a range of further information is required to inform any decision about this proposal. In light of this, the Council states that this site is not currently being identified as a preferred strategic site. Instead, this consultation document seeks comments on:
- The potential benefits of the proposed development;
 - The issues and impacts which might be generated; and
 - Ways in which these might be mitigated or addressed.
- 6.53. Responses to this consultation, alongside the information gathered as part of the evidence base to inform the ongoing Local Plan Review will inform the decision as to whether this site will be identified as a preferred strategic site.
- 6.54. If land north of Junction 3 of the M54 is proposed as a preferred strategic site for development at the pre-submission draft Local Plan stage, then this outcome will be subject to consultation as part of the pre-submission consultation.

Land north of Junction 3 of the M54

- 6.55. The M54/A5 corridor is a key east-west road and rail transport corridor between North Wales, Shropshire and the West Midlands. It is identified within the Economic Growth Strategy for Shropshire as a strategic corridor, in recognition of the economic opportunities associated with this transport infrastructure and its contribution to responding to Shropshire's proximity to the West Midlands conurbation.
- 6.56. Land to the north of Junction 3 of the M54 was promoted for development on behalf of the landowners, the Bradford Estate, in March 2017, in response to the Issues and Strategic Options consultation of the Local Plan Review.
- 6.57. The site promoters have since amended the scale and extent of proposals. The most recent proposals are focused on land to the north of Junction 3 of the M54 and west of the A41. These proposals are for the construction of a strategic employment site of around 50ha; accompanied by around 3,000 homes; and a local centre to provide services, facilities and infrastructure, as part of a planned settlement.
- 6.58. It is acknowledged that this site is not identified as preferred option by the Council.

6. Local Plan Partial Review – Assessment of Strategic Sites

6.59. The land to the north of Junction 3 of the M54 is rated as Poor in the Sustainability Appraisal (SA) because it:

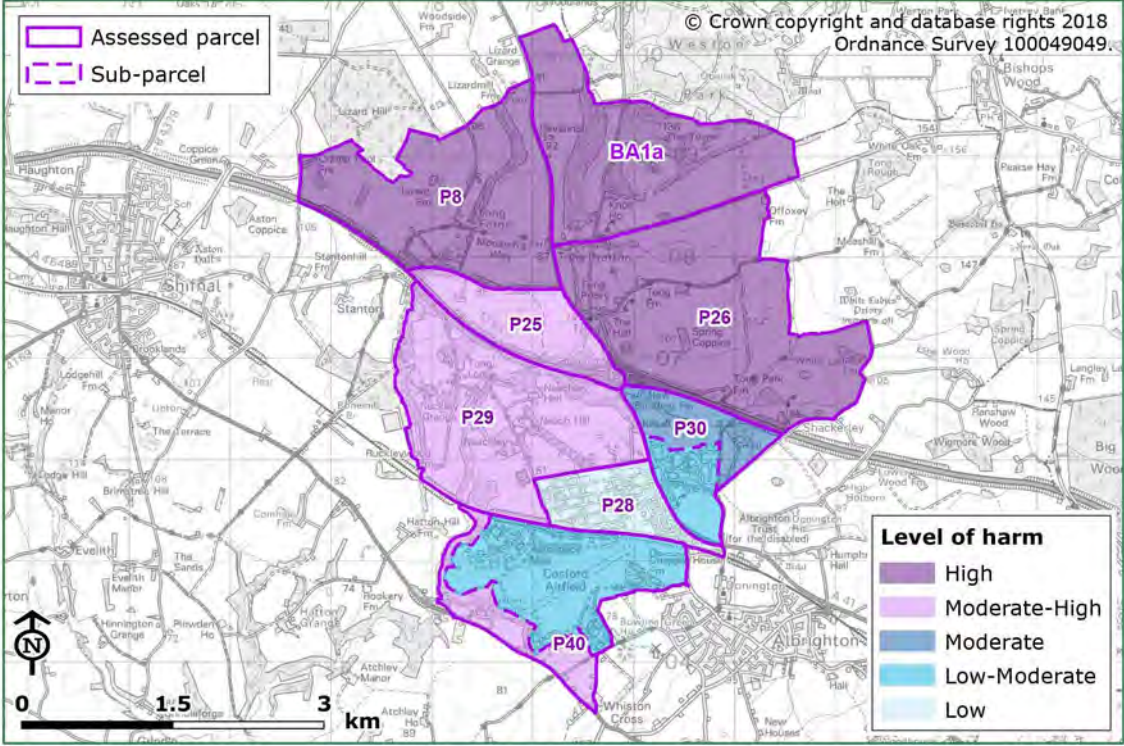
- Contains Ancient Woodland to the south of Burlington Cottages;
- Contains trees subject to Tree Preservation Orders to the west of the Bell Tong pub;
- Is not within easy walking distance of most community services and amenities;
- Is on grades 2 and 3a agricultural land (best and most versatile);
- Parts of the site are variously within Groundwater Source Protection Zones 1, 2 and 3;
- Parts of the site along the river Worfe are within Flood Zones 2 and 3;
- Contains a Roman Camp Scheduled Monument between Woodside and Burlington farms;
- Contains eight Grade II Listed Buildings;
- Is close to;
 - Three other Scheduled Ancient Monuments: a Roman fort to the east of Drayton Lodge farm; the site of a medieval College in Tong; and Castle Hill motte and bailey castle south west of Tong Norton;
 - The Tong Conservation Area;
 - The church of St Bartholomew in Tong which is a Grade I Listed Building; and
 - Six other Grade II Listed Buildings.

6.60. Although not a consideration in the SA, the site is also entirely in the Green Belt.

6.61. The sites located to the north of Junction 3 of the M54 have been assessed in the Green Belt Review Stage 2 (November 2018).

6.62. The extract taken from the Stage 2 assessment provided below shows the level of harm associated with the release of parcels/sub-parcels considered within the assessment north of Junction 3.

6. Local Plan Partial Review – Assessment of Strategic Sites



- 6.63. The parcel assessment summarised on the extract above indicates that the release of Green Belt land for development could result in a ‘high’ level of harm to the Green Belt to the north of the M54 (parcels P8, P26 and the western extent of Broad Area BA1). The level of harm resulting from the release of parcel P25 is considered to be slightly lower due to the degree of existing encroachment exerted by the M54. Releasing parcel P25 is considered to have a ‘moderate-high’ level of harm to the Green Belt.
- 6.64. As the extract above shows, the combined release of land at RAF Cosford (which is considered by the assessment to be more suitable for release) and the potential land north of Junction 3 would have a significant impact on the Green Belt in this location and would undermine the purpose of including surrounding land within it.
- 6.65. The Council acknowledges the impacts that such a proposal would have on the Green Belt in this location. However, it suggests that the site could provide the opportunity to meet unmet housing and employment needs from the Black Country authorities. However, the provision of new housing and employment in this location at the perimeter of the county would not meet the identified needs of Shropshire and would do little to meet the aspirations of the Council’s

6. Local Plan Partial Review – Assessment of Strategic Sites

Economic Growth Strategy. Instead, the site would serve the needs of the Black Country and would effectively become a commuter settlement into the Birmingham conurbation with limited added benefit to Shropshire and its communities. Economic benefits would leak of the county.

- 6.66. The identification of strategic employment land adjacent to motorway junctions (such as Junction 4 of the M54) will lead to the delivery of 'big shed' distribution parks with low density and lower paid employment opportunities. Due to the proximity of the strategic road network, land values will increase significantly which will price out small to medium sized and local businesses which in turn will impact on the Council's focus of delivering growth in the six sectors outlined in its Economic Growth Strategy.
- 6.67. The NPPF (2019) states that before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, the strategic policy-making authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development.
- 6.68. The opportunity at the Raby Estate should be considered by the Council to be an alternative, more suitable option that will not result in the need to release Green Belt land.
- 6.69. Based on the above, it is not appropriate to include land north of Junction 3 of the M54 as a strategic site for housing and employment growth.

Conclusion

- 6.70. Based on the above assessment, it is clear that none of the options currently identified in the Preferred Strategic Sites consultation are particularly transformational nor do they have the potential to generate the real 'step change' in Shropshire's economy as outlined in the Economic Growth Strategy for Shropshire (2017-2021).
- 6.71. Although the sites are Clive Barracks and the former Ironbridge Power Station provide the opportunity to make the best use of brownfield land, we do not consider that the scale of development and the location of the sites will result in the delivery of significant benefits for Shropshire.
- 6.72. For Shropshire to meet its economic growth aspirations, the location of new strategic development will be a key factor in attracting the type of inward investment in the sectors it wishes to grow. The optimum location for new strategic development is considered in Sections 7 and 8 of this report.

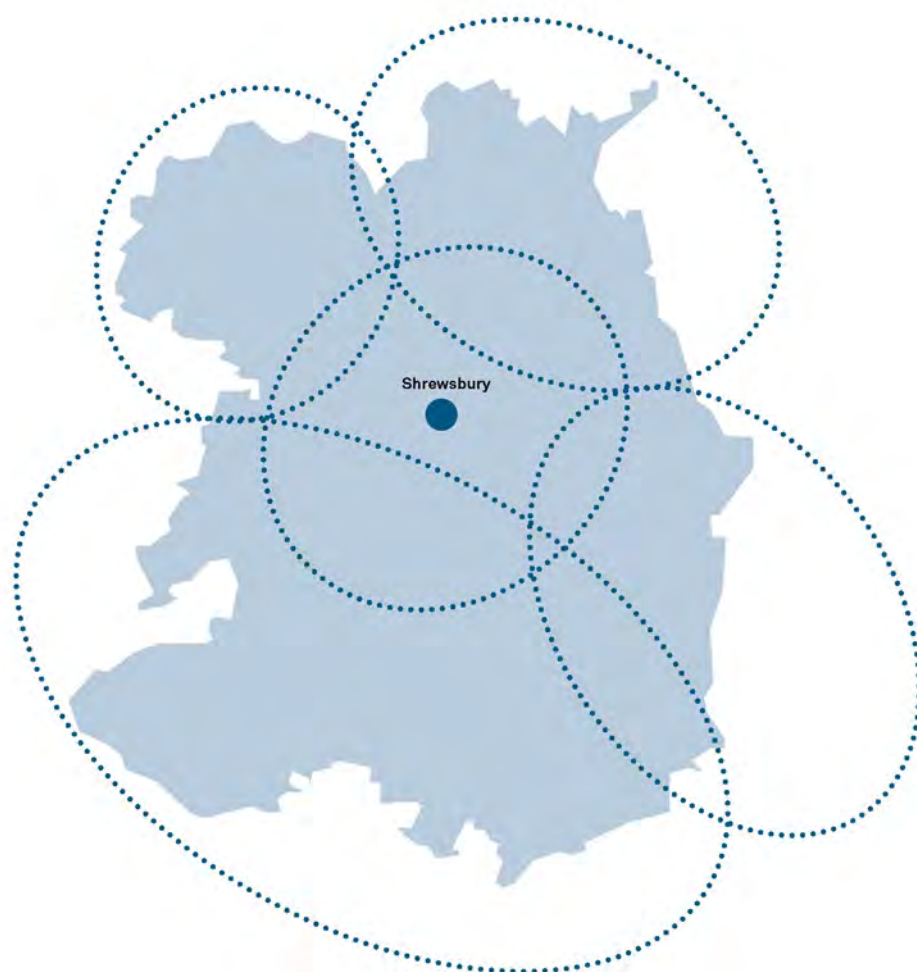
7. Shropshire Spatial Portrait

- 7.1. Shropshire is a large, diverse, predominantly rural inland county, situated in the far western corner of the West Midlands Region, on the border with Wales. It has a close relationship and strong sub-regional ties with neighbouring Herefordshire, and Telford and Wrekin will continue to influence the eastern part of Shropshire.
- 7.2. A large proportion of the southern part of the County is designated as an Area of Outstanding Natural Beauty (AONB) and the eastern part, to the east and south east of Telford and Wrekin is designated Green Belt.
- 7.3. An extract from the Shropshire Core Strategy identifying these areas is provided below.



7. Shropshire Spatial Portrait

- 7.4. Shrewsbury is the county town and the largest settlement and contains about a quarter of the total population. It is the main commercial, cultural and administrative centre for Shropshire, with a catchment that extends into mid Wales.
- 7.5. The main Market Towns of Oswestry, Bridgnorth, Market Drayton, Ludlow and Whitchurch are much smaller and together contain about 20% of the total population. They provide a range of facilities and services for their resident communities and surrounding rural hinterlands. There are a further 13 smaller Market Towns and Key Centres.
- 7.6. Outside the Market Towns and Key Centres, the population is spread widely and sparsely with many small settlements, hamlets and dispersed dwellings within the countryside. Overall, around 36% of the population live in rural areas. Rural communities have been affected by the loss of local services such as village shops, post offices, garages and pubs.
- 7.7. The County can be broken up into five distinct spatial zones which are identified on the plan below.



7. Shropshire Spatial Portrait

The Central Spatial Zone

- 7.8. The Central Spatial Zone encompasses Shrewsbury which acts as a sub-regional service centre for the County.
- 7.9. The area includes six secondary schools, Post 16 education at Shrewsbury College of Arts and Technology, Shrewsbury Sixth Form College, and Walford and North Shropshire College.
- 7.10. The area includes major community facilities in the form of Royal Shrewsbury Hospital, Theatre Severn, Shrewsbury Sports Village, county library, museums, and the headquarters of the police, fire and ambulance services.
- 7.11. Being at the heart of Shropshire, the area benefits having the best road and rail transport networks in the County including the A5/M54 key east-west corridor to West Midlands conurbation and north-west to Wales and Ireland (Trans-European network route), the A49 key north-south route and benefits from main line railway stations at Shrewsbury, Wellington and Telford as well as the proposed new Parkway Station at Preston providing links to north Wales, the West Midlands conurbation and London and the south east.
- 7.12. The area has a strong service sector with concentration in public administration, education and health and the workforce has a high skill level employed in higher value jobs with a growing entrepreneurial culture. Key employment sites in the area include Battlefield Enterprise Park, including Shropshire Food Enterprise Park, Shrewsbury Business Park, Oxon Business Park.
- 7.13. The area has strong cross border links with Telford and Powys in terms of retail provision and journeys to work.

North East Spatial Zone

- 7.14. The North East Spatial Zone includes the main Market Towns of Market Drayton and Whitchurch and the smaller Market Town of Wem.
- 7.15. The area includes community facilities such as Whitchurch Community Hospital, three secondary schools, Post 16 education at Sir John Talbot's School in Whitchurch, Thomas Adams School in Wem, and at Grove School in Market Drayton.
- 7.16. The area has good transport accessibility by road (A41, A49, A53) and has railway stations on the Crewe-Cardiff line -stations at Whitchurch, Prees, Yorton and Wem which provide less frequent services than its main line counterpart in the Central Spatial Zone.
- 7.17. The Council recognises that public transport is an issue, particularly from Market Drayton.

7. Shropshire Spatial Portrait

- 7.18. The economy in the north eastern spatial zone is heavily weighted towards the industrial sector due to its road links. There are high-levels of out commuting in the area and significant levels of homeworking. Key Employment sites include Tern Valley Business Park, Whitchurch Business Park/Waymills Industrial Estate/Civic Business Park, Wem Industrial Estate, and Wem Business Park.
- 7.19. The Council recognises that the economics of development in this area is marginal.
- 7.20. The area is in proximity to the Potteries, Crewe, Chester, Telford and in lies in the commuter zone for Manchester.

East Spatial Zone

- 7.21. The East Spatial Zone includes the Main Market Towns of Bridgnorth, Shifnal, Albrighton and smaller centres of Broseley, Much Wenlock and Highley.
- 7.22. In terms of community facilities, the area includes Bridgnorth Community Hospital, four secondary schools, Post 16 education at William Brookes School in Much Wenlock, Bridgnorth Endowed School, Idsall School in Shifnal and Oldbury Wells School in Bridgnorth.
- 7.23. The area has good accessibility by road in the form of the M54, A41 and A442 and the east-west rail route to Wolverhampton and Birmingham with stations at Shifnal, Cosford and Albrighton.
- 7.24. Most businesses in the area are small or micro enterprises providing predominantly low waged, low value added employment. The area suffers from a high level of out-commuting. Key employment sites include Faraday Drive, Stourbridge Road, Bridgnorth, Stanmore, Alveley and Ditton Priors Industrial Estates and Stretton Road, Much Wenlock.
- 7.25. This area is predominantly designated as Green Belt and constitutes the only Green Belt in the County performing an important role in preventing the eastern expansion of Telford and coalescence of settlements (including Shifnal, Cosford and Albrighton) in the eastern part of the County.
- 7.26. The area is located between Telford and the West Midlands conurbation and suffers from high levels of out-commuting to Telford, Kidderminster and the West Midlands conurbation.

South Spatial Zone

- 7.27. The south spatial zone includes the market towns of Ludlow, Craven Arms, Church Stretton, Bishop's Castle and Cleobury Mortimer.

7. Shropshire Spatial Portrait

- 7.28. It includes the main community assets of Ludlow Community Hospital, Bishop's Castle Community Hospital, four secondary schools, and Post 16 education at Ludlow College and Bishop's Castle Community College.
- 7.29. In terms of accessibility, the area includes the major north-south road of the A49 and railway stations at Church Stretton, Craven Arms and Ludlow). However, the area suffers from poor east-west accessibility, high levels of car ownership and out-commuting to work. Cross border public transport is an issue in the area.
- 7.30. Being the most rural part of Shropshire, the area has a localised economy reliant on small businesses as well as agriculture and tourism. It has a relatively high level of self-containment, high levels of entrepreneurship and home working. Key Employment sites include Ludlow Eco Business Park, Ludlow Business Park, Craven Arms Business Park, Bishop's Castle Business Park, Upper/Lower Teme Business Park, Burford.
- 7.31. The area is dominated by the Shropshire Hills AONB.
- 7.32. The area has strong links with mid Wales (Welshpool, Newtown) Herefordshire (Leominster, Hereford, Tenbury) and Worcestershire (Kidderminster).

North West Spatial Zone

- 7.33. The North West Spatial Zone includes the market towns of Oswestry and Ellesmere.
- 7.34. Major community facilities in the area include the Robert Jones and Agnes Hunt Orthopaedic and District Hospital, four secondary schools, Post 16 education and training at Walford and North Shropshire College (Oswestry & Baschurch Campuses) and Derwen College, Gobowen.
- 7.35. The area has good transport accessibility by road (A5, A483, A495) and a railway station (Shrewsbury-Chester line) at Gobowen.
- 7.36. The economy in the area is weighted towards the industrial sector and the area has a significant degree of economic containment. Oswestry dominates the local economy, but rural economy is also considered by the Council to be important in the area. There are above average numbers employed in routine, low skilled, low paid jobs and low levels of employment in high value sectors in the area. Key Employment sites in the area include Oswestry Industrial Estates and Ellesmere Business Park.
- 7.37. The Council recognises that the economics of development in the area are marginal.

7. Shropshire Spatial Portrait

- 7.38. The area has strong cross border links to mid and north Wales and the north-west.

Conclusion

- 7.39. Based on the spatial portrait above, each spatial zone in the County has its own, distinct set of local circumstances and characteristics.
- 7.40. As outlined in the Garden Village Principles section, new garden villages may be developed as 'distinct settlements' only where there are sufficient employment and community facilities provided within the development to support the population and where there is an affordable and easily accessible public transport system linking the new garden village with its 'parent' town or city.
- 7.41. Therefore, it is important that any new settlement proposal in Shropshire will need either to provide sufficient employment and community facilities on site to support a new community or be in reach of and have easy access to such facilities in the local area.
- 7.42. Given that none of the strategic options proposed by the Council to date will generate the critical mass needed to support the full range of employment and community facilities on site, the location of new settlement proposals in the County will take on a much greater importance so it can link and integrate with the facilities already in place across Shropshire.
- 7.43. Other important factors when considering the location of new settlement proposals include the need for development to enhance the natural environment. Directing significant development proposals to areas of greatest natural importance, such as areas within the Shropshire Hills AONB and the Green Belt should be avoided unless there are no other suitable alternatives available.
- 7.44. Finally, new settlement proposals that provide the greatest benefits for links with existing transport infrastructure should be favoured.
- 7.45. In light of these principles, it is clear from the spatial portrait that the Central Spatial Zone offers the most opportunities and this is explored in the next section.

8. Location Rationale

- 8.1. The previous section of this Vision document has identified that the Central Spatial Zone Shropshire offers the most opportunities for new strategic development.
- 8.2. This section sets out the reasons why the Central Spatial Zone is:
 - The best location for new strategic development;
 - The location best equipped to meet the economic aspirations of Shropshire and the aims of the Economic Growth Strategy; and
 - Identifies the optimum location with the Central Spatial Zone for new development.



Why is it the best location?

- 8.3. The Central Spatial Zone has the benefit of being strategically located between the major towns of Shrewsbury and Telford which are connected by key transport infrastructure in the form of the A5/M54 strategic road network (identified as a Strategic Growth Corridor) and the national rail network with railway stations at Shrewsbury, Wellington, Telford and the proposed new Parkway Station at Preston.
- 8.4. Both towns are key service centres providing significant employment opportunities and community facilities when compared with other areas in Shropshire.
- 8.5. Based on the Garden City Principles and our review of the spatial portrait of Shropshire, the Central Spatial Zone offers the most opportunities for new strategic development in that it:

8. Location Rationale

- Is in an area close to the 'host' or 'parent' town in the County. This includes proximity to both Shrewsbury and Telford;
- In turn this means it is close to the greatest proportion of major community facilities in the County;
- It is close to key transport infrastructure in the form of the strategic road network (A5 and M54) and mainline stations at Shrewsbury, Wellington, Telford and the proposed new Parkway Station at Preston;
- Is close to the greatest quantum and range of employment opportunities across a number of sectors;
- It has the greatest potential for reducing levels of out-commuting and retention of skills within the County; and
- It is not overly constrained by either the Shropshire Hills AONB or the Green Belt when compared with the East and South Spatial Zones.

8.6. This part of Shropshire also benefits from higher land values where new development is more economically viable (and therefore more likely to be delivered).

How is it best suited to meet Shropshire's economic aspirations?

- 8.7. Development in this part of Shropshire provides the opportunity for the Council to meet the 'step change' in Shropshire's Economy as outlined in the Economic Growth Strategy for Shropshire (2017-2021) by focusing development in a central location which will assist in:
- **Reducing levels of out-commuting:** by focusing development in an area with good links and proximity to the sub-regional centre of Shrewsbury and to Telford. Other parts of the County, such as the North East, East and North West Spatial Zones would lead to an increase in out-commuting to the North West and West Midlands conurbations;
 - **Retaining employment and skills locally:** through providing new homes and employment opportunities within the heart of Shropshire;
 - **Increase productivity:** through providing new employment opportunities and community facilities in an accessible location; and

8. Location Rationale

- **Address housing affordability issues:** through the delivery of new market and affordable homes in an area with strong land values, strong developer interest and in an area without the need for significant new infrastructure or land remediation costs which can impact on the economic viability of delivering policy compliant levels of affordable homes.
- 8.8. By focusing new development and employment opportunities within the heart of Shropshire, the Council is also more likely to realise the Economic Growth Strategy's focus on delivering growth in the six growth sectors of:
- Advanced manufacturing including engineering, agri-food and agri-tech;
 - Food and drink processing;
 - Health and social care;
 - Visitor economy (and heritage based businesses);
 - Environmental science and technologies; and
 - Creative and digital industries.
- 8.9. There is a focus on meeting the needs of growing small to medium sized businesses in the County to support these sectors.
- 8.10. The type and location of the floorspace required to meet the needs of such sectors are distinct from other forms of employment such as large scale manufacturing and distribution.
- 8.11. Technology and business parks are typically provided in master planned areas with high-quality landscaped grounds, high-quality architecture and a wide range of types of floorspace and uses where different companies can interact or congregate. They are more complementary in design and scale to residential uses. They are usually an inclusive and can foster interaction between businesses to generate a hive of activity across a broad number of sectors. They are also less reliant on being located on or immediately adjacent to the strategic road network.
- 8.12. Large scale manufacturing and distribution parks on the other hand are more industrial in nature, monotonous in design, inward looking and larger in scale and less compatible with adjoining residential communities. They are also more limited in the types of sectors that can be attracted to such locations. To attract occupiers, they usually must have excellent access to the strategic road network.
- 8.13. The identification of strategic employment land adjacent to motorway junctions (such as Junction 4 of the M54) will lead to the delivery of 'big shed' distribution parks with low density and lower paid employment opportunities. Due to the proximity of the strategic road network, land values will increase significantly which will price out small to medium sized and local businesses which in turn will impact on the Council's focus of delivering growth in the six sectors outlined in its Economic Growth Strategy.

8. Location Rationale

- 8.14. For Shropshire to meet its economic growth aspirations, the location of new strategic development will be a key factor in attracting the type of inward investment in the sectors it wishes to grow.
- 8.15. The fact that the Central Spatial Zone is home to a significant proportion of the total population of Shropshire (more than a quarter) and is close to the large urban centre and population of Telford means that there is a readily available workforce in the locale will also be an important factor in determining where new employment opportunities should be directed.

Optimum location for development

- 8.16. Within the Central Spatial Zone, we consider that the optimum location for new development lies within the area identified on the plan below.
- 8.17. This area lies equidistant between the main towns of Shrewsbury and Telford and close to the A5/M54 strategic growth corridor. It lies in relative proximity to the proposed new Parkway Station at Preston and is commutable to railway stations in Shrewsbury, Wellington and Telford. Through the provision of a new settlement in this location, supported by new employment opportunities, there is a significant opportunity to provide new and enhanced public transport connectivity to the main settlements and railway stations in the area.
- 8.18. The area is also relative unconstrained, falling outside of both the AONB and the Green Belt, and through careful and considerate design, a scheme can be provided that not only preserves but also enhances local environmental, heritage and cultural assets.



9. Beslow New Settlement

- 9.1. The Raby Estate is centrally located in Shropshire and is situated between Shrewsbury and Telford to the south of the A5 and covers a significant portion of the area which we consider to be the optimum location for a new settlement in the Central Spatial Zone.
- 9.2. URBED were commissioned by the Raby Estate to explore the potential for the development of a new settlement of approximately 3,500 homes, employment land and supporting services and facilities on land within its ownership on the estate.
- 9.3. This scale of development is required as development in this location (as with the other strategic options identified by the Council) would need to be of sufficient scale to fund sustainable transport improvement such as bus rapid transit and other measures to provide a sustainable form of development.

The site

- 9.4. The site identified by URBED comprises land known as Beslow Farm. The Beslow Farm site extends to 358 ha (885 acres). The site comprises adjoining parcels of land which are predominately used for agricultural and farming purposes. The site is farmed by the Raby Estate and is not subject to any agricultural tenancies.
- 9.5. The site is located 10km to the east of Shrewsbury and 12km to the west of Telford. The site abuts Roman Road (B5061) and the Horseshoe Inn to the north, with open agricultural fields to the east and west. To the south, the site boundary abuts the B4380 and the hamlet of Donnington.
- 9.6. The site is not in the Green Belt and is not located in the Shropshire Hills AONB. It is relatively free of constraints that cannot be managed through high-quality design and a considerate design.
- 9.7. The site also includes a limited range of agricultural buildings on an area of hardstanding in the centre of the farm. This includes a mixture of modern agricultural buildings that are in use, and traditional agricultural buildings that are not in use.
- 9.8. All the site and the existing buildings are under the single ownership of the Raby Estate.
- 9.9. The site that has been identified is outlined on the plan:

9. Beslow New Settlement



Benefits of the location

- 9.10. Following a review of the possible options on the wider Estate, the selected site is well placed to deliver a new settlement and has substantial benefits above other potential options considered by the Council. These are:
1. It is strategically located within the county, between Shrewsbury and Telford, allowing it to meet county wide needs.
 2. The site's location means that growth can be focused in an area which will serve the county rather than in part of the county that will essentially become commuter dormitory for greater Birmingham;
 3. It lies outside of the Green Belt and is relatively unconstrained;
 4. It is in single ownership, with a responsible owner that takes a long-term view with legacy a driving principle. The site's single ownership will also assist in the deliverability of the site;
 5. It is well located for the Parkway station at Preston and has the ability to enhance public transport in the corridor from Shrewsbury to Telford;
 6. It can deliver highway improvements beyond mitigation; and
 7. It can be brought forward more quickly than other options which are reliant on the availability of land or the need for significant mitigation and site preparatory works.
- 9.11. The site can help deliver the aims and objectives of the Economic Growth Strategy in that it will:
- Be located in an area close to the M54/A5 corridor;

9. Beslow New Settlement

- Provide new employment opportunities within the county, reducing the need for out-commuting and helping retain employment and skills locally;
- Help facilitate the growth of underrepresented sectors such as advanced manufacturing including engineering, agri-food and agri-tech in a location closely linked with agriculture with a landowner who is willing to facilitate growth in this area;
- Help provide links with Wroxeter Roman Settlement and provide enhancements to the Wrekin to support these important visitor attractions;
- Attract significant inward investment through the creation of a new settlement and the provision of employment land; and
- Provide a significant number of new homes (including affordable housing).

The vision

- 9.12. The vision for Beslow new settlement is develop a sense of place by building new and renovating current property to nurture a new community for Shropshire providing new working opportunities, homes, including affordable homes, creating spaces for people to visit, learn and exercise to help with the health and wellbeing of people in the county.
- 9.13. The Estate aspires to create an enduring and sustainable new settlement founded on the architectural and planning traditions of Shropshire. The Raby Estate envisage the new settlement to become a model new settlement for the twenty-first century which fosters a vibrant and successful community and puts Shropshire at the forefront of planning for a positive future.

The development proposal

- 9.14. The accompanying Beslow New Settlement Vision Document outlines the development concept that sites behind the proposed scheme which in turn is founded on Garden Village Principles.
- 9.15. URBED has prepared a high-level land-use plan to illustrate how the proposed new settlement could sit within the landscape. The land-use plan should be treated as highly indicative at this stage and it is envisaged that, should the Council and the local community wish to see these proposals progress, a requirement could be built into the Local Plan Partial Review to prepare an Area Action Plan or a Development Brief for the site in order to work up the design, scale and form of the new settlement in a collaborative manner with all relevant stakeholders.

9. Beslow New Settlement

9.16. URBED have considered the proposal against the context of the following key themes:

- **Clear identity:** a distinctive local identity as a new garden community, including at its heart an attractive and functioning centre and public realm.
- **Sustainable scale:** built at a scale which supports the necessary infrastructure to allow the community to function self-sufficiently on a day to day basis, with the capacity for future growth to meet the evolving housing and economic needs of the local area.
- **Well-designed places:** with vibrant mixed use communities that support a range of local employment types and premises, retail opportunities, recreational and community facilities.
- **Great homes:** offer a wide range of high quality, distinctive homes. This includes affordable housing and a mix of tenures for all stages of life.
- **Transport:** integrated, forward looking and accessible transport options that support economic prosperity and wellbeing for residents. This should include promotion of public transport, walking, and cycling so that settlements are easy to navigate, and facilitate simple and sustainable access to jobs, education, and services.
- **Green space:** generous, accessible, and good quality green and blue infrastructure that promotes health, wellbeing, and quality of life, and considers opportunities to deliver environmental gains such as biodiversity net gain and enhancements to natural capital.
- **Legacy and stewardship:** arrangements to be put in place for the care of community assets, infrastructure and public realm, for the benefit of the whole community.
- **Future proofed:** designed to be resilient places that allow for changing demographics, future growth, and the impacts of climate change including flood risk and water availability, with durable landscape and building design planned for generations to come. This should include anticipation of the opportunities presented by technological change such as electric and driverless cars and renewable energy measures.

9.17. The overall aim of the proposal will be to create an award winning and celebrated design that Shropshire can be proud of.

9. Beslow New Settlement

9.18. This will be achieved by:

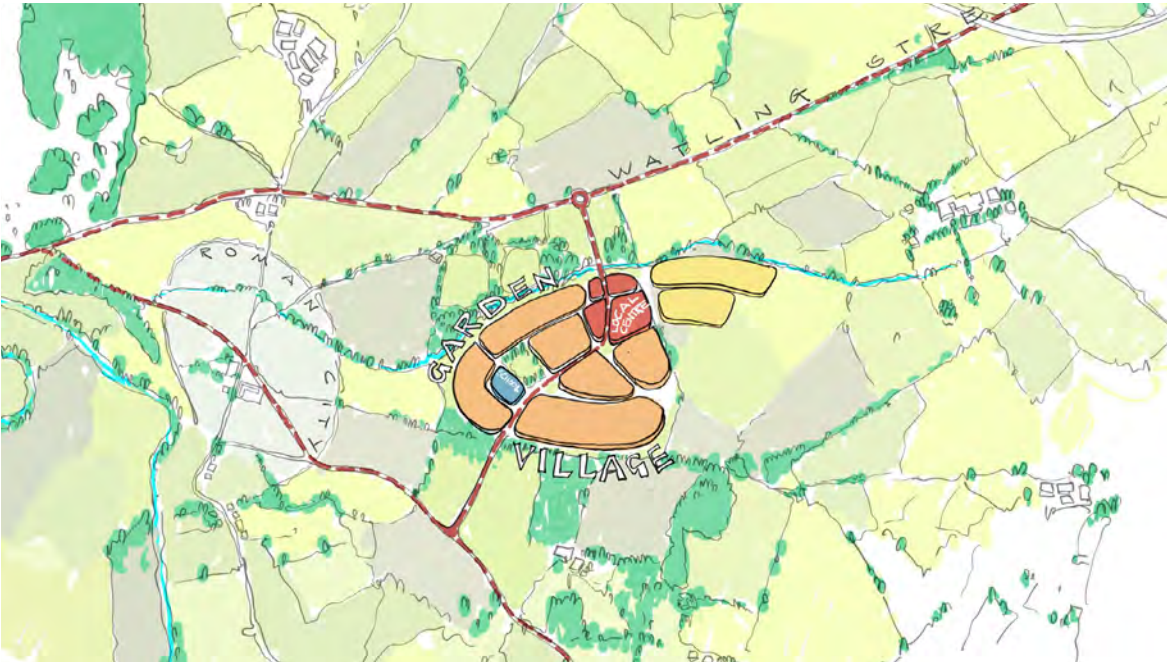
- **Achieving high quality design:** the new settlement will be characterised by the highest possible standards of design. If the proposal is taken forward by the Council, a comprehensive design guide will be prepared in collaboration with the Council and local community to guide and inform the planning and design of new development on the site.
- **Meeting current and future housing needs:** the proposal has the potential to deliver 2,250 new homes in the first phase with a potential further 1,250 homes as part of a second phase when required bringing the total to 3,500 homes. Of these homes, a significant proportion that exceeds current policy compliant levels of affordable housing could be provided.
- **Enterprise, innovation and productivity:** the proposed new settlement falls within touching distance of the A5/M54 strategic growth corridor and an economically important part of the County. The proposed site offers an exciting opportunity to meet the objectives of the Economic Growth Strategy through the provision of a wide range of local jobs within easy commuting distance of homes.
- **Transport, movement and connectivity:** the site can utilise and enhance existing transport infrastructure. The site is well-placed to achieve this being equidistant between Shrewsbury and Telford and links can be provided to railway stations in both locations along with new links to the proposed Parkway Station at Preston when delivered. Existing bus routes can be diverted and enhanced to offer improvements to bus services in the local area to meet current and future needs of residents.
- **Provision of supporting infrastructure:** the provision of development of this scale can provide the necessary funding required to provide new and enhance existing infrastructure in the local area. This will include supporting public transport infrastructure, education facilities, pedestrian and cycle networks, biodiversity enhancements, and open space and green infrastructure.

Indicative proposal

9.19. As noted above, the proposed new settlement could be delivered in two phases. The first phase could deliver approximately 2,250 homes, 17ha of employment land, a local centre and a new school.

9.20. The proposal for phase 1 of the scheme is identified on the indicative masterplan:

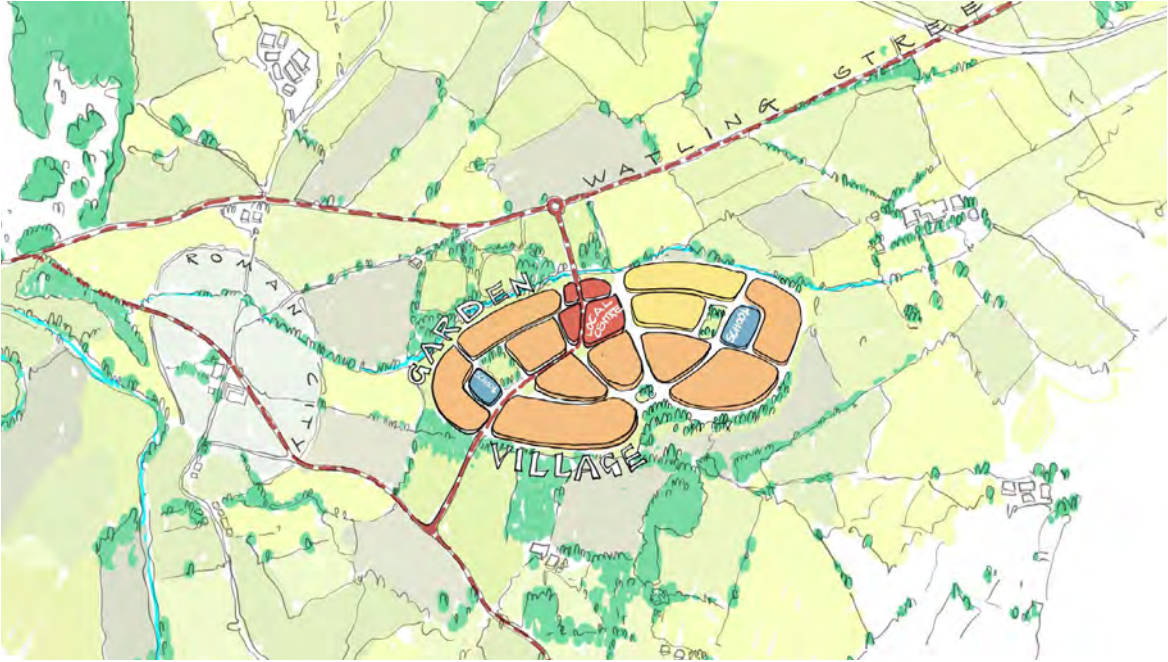
9. Beslow New Settlement



Illustrative Masterplan: 2,250 Houses

9.21. If required, a second Phase 2 provides an opportunity to expand the scheme and provide a further 1,250 homes and an additional school.

9.22. This is outlined in the indicative masterplan below:



Illustrative Masterplan: 3,500 Houses

9. Beslow New Settlement

Heritage Assets

- 9.23. There are a number of known heritage and cultural assets within the wider area. These include Wroxeter Roman settlement, a scheduled ancient monument (SAM), which is located approximately 400m to the west of the site boundary. There are also two listed buildings outside of the site boundary. These include the Horse Shoe Inn (Grade II) to the north of the site and Donnington House (Grade II) to the south.
- 9.24. To avoid harm to these assets, the listed buildings and their spatial relationship will be retained along with other key elements of their setting that relate to their heritage significance (e.g. the immediately surrounding agricultural land and the network of pathways). Given that no development is proposed within the vicinity of the listed buildings, very little meaningful setting change is anticipated in relation to these designated assets.
- 9.25. In terms of Wroxeter, the proposal sits comfortably outside of the designation and setting of the scheduled ancient monument area. In addition, the supporting Landscape Report identifies that there is limited visual connection between the site and the heritage asset. Where views are apparent, additional landscaping can be provided to protect views to and from the site.
- 9.26. At this stage, as there are no detailed proposals for the site. Detailed assessments will need to be undertaken as part of any subsequent site promotion work, planning applications and, if necessary, accompanying Environmental Impact Assessment.

Flood Risk

- 9.27. While the vast majority of the site is classed as being at low risk of flooding, there are small areas immediately the north of the development area along the Bell Brook that fall within Flood Zones 2 and 3. However, no development is planned within this area.
- 9.28. To avoid negative cumulative impacts of development on flood risk within the site, development will seek to achieve a reduction in greenfield runoff rates.
- 9.29. A detailed flood risk assessment will assess all sources of flooding, including fluvial, surface water, groundwater and reservoir, mapping of the functional floodplain and the potential increase in fluvial and surface water flood risk due to climate change.

Climate change and resilience

- 9.30. Climate change is high on the agenda and rightly so. Therefore, it is vital to ensure that new development responds accordingly. Mitigating impact on climate change and adapting to it, is a core

9. Beslow New Settlement

aspect of national policy, reinforced by the UK Industrial Strategy and subsequent Clean Growth Strategy as well as the Government's recent commitment to achieving 'net zero' greenhouse gases by 2050.

- 9.31. One of the core garden village principles is to use zero-carbon and energy-positive technology to ensure climate resilience.
- 9.32. The proposal will be developed to ensure that the new settlement fully addresses its potential impact on and susceptibility to, climate change. This includes the efficient use of land, energy efficiency, building design and orientation, the use of alternative more sustainable sources of energy, potential energy generation, the adaptability of buildings and measures to address potential increases in flood risk.

Social integration and inclusion

- 9.33. In creating a new settlement, it is essential that those living and working there feel part of a strong, vibrant, connected and inclusive community. The proposal will seek to deliver an environment that achieves good mental health and wellbeing by reducing social isolation and loneliness and encouraging opportunities for social interaction.
- 9.34. It is essential that the social connections, sense of belonging and community spirit that already exists in nearby villages are fostered within the new settlement.
- 9.35. The emphasis will be on 'place-making' and not just developing buildings and spaces but the human interactions within them too.

Long-term maintenance and stewardship

- 9.36. The Raby Estate is committed to ensuring that the new settlement is a place to be proud of and remains so for many years to come. Key to achieving this will be putting in place appropriately robust and transparent maintenance and stewardship arrangements. Stewardship is essentially about ensuring that assets are looked after properly in perpetuity and for the benefit of the community.
- 9.37. Further details of the proposed scheme are provided in the supporting Beslow New Settlement Vision Document.

Development summary

- 9.38. A summary of the proposed development is provided in the table on the next page:

9. Beslow New Settlement

| | Phase 1 | Phase 2 | Phase 3 |
|---------------------------------|------------------|------------------|------------------|
| Site Area | 190ha | 80ha | 262ha |
| Developable Area (%) | 50% (90ha) | 50% (40ha) | 50% (131ha) |
| Infrastructure / open space (%) | 50% (95ha) | 50% (40ha) | 50% (131ha) |
| Number of homes | 2,250 | 1,250 | 3,500 |
| Employment land (ha) | 17ha | 0ha | 17ha |
| Uses | | | |
| Housing (%) | 64% | 85% | 75% |
| Employment (%) | 18% | 0% | 9% |
| Mixed-use (%) | 12% | 0% | 6% |
| Education and community (%) | 6% | 15% | 10% |
| Densities | | | |
| Medium density (40dph) (%) | 80% | 80% | 80% |
| Low Density (25dph) (%) | 20% | 20% | 20% |
| Facilities | | | |
| Primary school | 1 | 1 | 2 |
| Other community uses | To be determined | To be determined | To be determined |

10. Sustainability Appraisal of Strategic Sites

- 10.1. The strategic sites Sustainability Appraisal (SA) was undertaken for all sites put forward by promoters in Shropshire that are individually larger than 25ha. It evaluated them for both housing and employment uses.
- 10.2. The majority of the information used for the SA was derived from the Strategic Land Availability Assessment (SLAA). The SLAA is a technical assessment of the suitability, availability and achievability (including viability) of land for development. However, where other more detailed or more relevant evidence base information was available, it was used instead of the SLAA. Information for those sites promoted after the base date for the 2018 SLAA (and therefore not included in the published document) was collected using the same methodology as the published SLAA.
- 10.3. Detailed information on landscape sensitivity was obtained from the Shropshire Landscape and Visual Sensitivity Study (LVSS) and accessibility information was supplemented by a separate GIS based exercise.
- 10.4. The site SA process uses a Good, Fair or Poor rating system. Sites rated as Poor are considered to have likely significant adverse effects for which mitigation measures should be proposed. The table below shows the ratings for the strategic sites being consulted on.

SA rating for strategic sites – housing

| Site | SA Score | Rating |
|--|----------|--------|
| BNT002 (Tern Hill Barracks) | -14 | Fair |
| IRN001 (former Ironbridge power station) | -20 | Poor |
| P26 amended (Junction 3 of the M54) | -19 | Poor |
| P28 & parts of P30 & P40 (RAF Cosford) | -13 | Fair |

- 10.5. The above table shows that none of the potential strategic site options score positively in the SA. However, one of the proposed strategic sites (IRN001 - the former Ironbridge power station) is rated as Poor for both housing and employment development.

Sustainability Appraisal of land at Beslow Farm

- 10.6. In order to assess the suitability of the proposal at Beslow Farm, we have undertaken an assessment of the site using the Council's SA methodology and scoring criteria.
- 10.7. Our full assessment of the site, which is provided alongside the Council's own assessment of the strategic site options, is provided at **Appendix 1**.

10. Sustainability Appraisal of Strategic Sites

10.8. Based on the SA's scoring criteria, we consider the site scores -10 and can be rated as Fair.

10.9. A comparison of the site's score alongside the strategic sites identified by the Council is set out in the table below:

| Site | SA Score | Rating |
|--|----------|--------|
| Land at Beslow Farm, Raby Estate | -10 | Fair |
| P28 & parts of P30 & P40 (RAF Cosford) | -13 | Fair |
| BNT002 (Tern Hill Barracks) | -14 | Fair |
| P26 amended (Junction 3 of the M54) | -19 | Poor |
| IRN001 (former Ironbridge power station) | -20 | Poor |

10.10. As the table above shows, the land at Beslow Farm scores more favourably in sustainability terms than the other strategic sites identified by the Council.

10.11. The site scored a -10 based on:

- Is not within easy walking distance of most community services and amenities (although it could be following development);
- Is on grades 2 and 3 agricultural land (best and most versatile);
- Parts of the site are potentially within Groundwater Source Protection Zones 1, 2 and 3 (although this yet to be confirmed); and
- The access to the site crosses the Bell Brook which is in Flood Zone 2 and 3 (although the area of land proposed for development lies entirely within Flood Zone 1 and is not at risk of flooding).

10.12. Whilst Wroxeter Roman settlement is located to the west of the site, it lies more than 300 metres from the site boundary and there are no listed buildings within 100 metres of the development site (the closest listed buildings are the Horse Shoe Inn (Grade II) to the north of the site and Donnington House (Grade II) to the south. Therefore, based on the SA criteria, this is not considered to be a constraint on the potential development of the site.

10.13. Adopting a similar approach to the SA, in order to mitigate the impacts of the above, the following could be provided as part of the proposed scheme:

- The provision of community facilities and amenities within walking distance of new development;
- The provision of an extensive multifunctional green and blue infrastructure network which links to the wider countryside;

10. Sustainability Appraisal of Strategic Sites

- The exclusion from development or the use of design standards to avoid an adverse effect on groundwater source protection zones 1,2 and 3 subject to advice from the Environment Agency;
- The exclusion from development of those parts of the site in Flood Zones 2 and 3; and
- A comprehensive Heritage Assessment to determine the effects of development on the designated heritage assets both within the site and nearby. This will then guide the conservation and enhancement of these features in line with the requirements of the National Planning Policy Framework and Local Plan policy.

11. Conclusion

- 11.1. Shropshire Council is currently consulting on preferred strategic sites (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.
- 11.2. Three current preferred strategic sites have been identified in the document, namely:
 - Clive Barracks, Tern Hill;
 - Former Ironbridge Power Station; and
 - RAF Cosford.
- 11.3. A fourth potential strategic site has been identified at Junction 3 of the M54 which lies entirely within the Green Belt. At this stage Shropshire Council has not identified the site as a preferred site and notes that further evidence and justification is required to enable the site at Junction 3 of the M54 to be formally identified as a preferred location for development.
- 11.4. None of the options currently identified in the Preferred Strategic Sites consultation are particularly transformational nor do they have the potential to generate the real 'step change' in Shropshire's economy as outlined in the Economic Growth Strategy for Shropshire (2017-2021).
- 11.5. For Shropshire to meet its economic growth aspirations, the location of new strategic development will be a key factor in attracting the type of inward investment in the sectors it wishes to grow.
- 11.6. The Raby Estate is proposing to make land available within its ownership for a new settlement as a suitable alternative to those put forward in the Council's Local Plan Partial Review Strategic Sites consultation. The potential site is at Beslow Farm, located to the south of Roman Road and to the east of Wroxeter.
- 11.7. Raby Estate has the potential to provide a new sustainable settlement in the form of a 3,500 home development that can be delivered in two phases and accompanying employment land, local services and facilities. A Vision Document has been prepared to outline the proposals in more detail and this has been submitted alongside these representations.
- 11.8. The site is well placed to deliver a new settlement and has substantial benefits above other potential options outlined in the Local Plan Partial Review Strategic Sites consultation document including:
 - Its strategic location within the county allowing it to meet county wide needs;
 - It lies outside of the Green Belt and is relatively unconstrained;

11. Conclusion

- It is in single ownership, is deliverable and has a responsible owner that takes a long-term view with legacy a driving principle;
 - It is well located for the Parkway station at Preston and has the ability to enhance public transport in the corridor from Shrewsbury to Telford; and
 - Can help deliver the aims and objectives of the Economic Growth Strategy.
- 11.9. Based on the Council's own Sustainability Appraisal scoring criteria, the site scores more favourably than the strategic options identified by the Council, and by consequence should be considered as a more suitable alternative to the proposed options.
- 11.10. The Raby Estate and its team are very keen to explain their plans and develop them in collaboration with the Council, as they truly believe they can have a transformational and positive impact for the county.
- 11.11. The Estate are enthusiastic about this exciting opportunity and consider that an early stage of development before 2036, allied to future development beyond 2036, can collectively allow the creation of an enduring and sustainable new settlement founded on the architectural and planning traditions of Shropshire.
- 11.12. The Raby Estate envisage the new settlement to become a model new settlement for the twenty-first century which fosters a vibrant and successful community and puts Shropshire at the forefront of planning for a positive future.

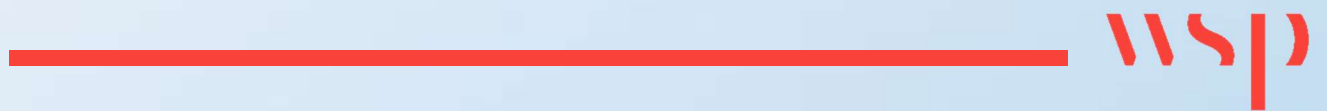
Appendix 1

Appendix 1 - Sustainability Appraisal Assessment

| Criteria | Criteria Description | Scoring Guide | Clive Barracks (Ref: BNT002) | Former Ironbridge Power Station (Ref: IRN001) | RAF Cosford (Ref: P28 & parts of P30 & P40) | Junction 3 of M54 (Ref: P26 Amended) | Land at Beslow Farm, Raby Estate |
|--|---|---|------------------------------|---|---|--------------------------------------|----------------------------------|
| 1 | Site wholly or partly within one or more of the following (record all that apply): | | | | | | |
| | Special Area of Conservation | Yes = double minus score (-) No = zero score (0) | 0 | 0 | 0 | 0 | 0 |
| | Ramsar Site | | 0 | 0 | 0 | 0 | 0 |
| | National Nature Reserve | | 0 | 0 | 0 | 0 | 0 |
| | Site of Special Scientific Interest | | 0 | -- | 0 | 0 | 0 |
| | Ancient Woodland | | -- | 0 | 0 | -- | 0 |
| | Wildlife Site | | -- | -- | 0 | 0 | 0 |
| Local Nature Reserve | 0 | | 0 | 0 | 0 | 0 | |
| 2 | Site boundary within buffer zone of one or more (record all that apply): | | | | | | |
| | 1km of a Special Area of Conservation | Yes = minus score (-) No = zero score (0) | 0 | 0 | 0 | 0 | 0 |
| | 1km of a Ramsar Site | | 0 | 0 | 0 | 0 | 0 |
| | 500m of a National Nature Reserve | | 0 | 0 | 0 | 0 | 0 |
| | 500m of a Site of Special Scientific Interest | | 0 | - | 0 | 0 | 0 |
| | 500m of Ancient woodland | | - | - | 0 | 0 | 0 |
| | 250m of a Wildlife Site | | - | - | 0 | 0 | 0 |
| 100m of a Local Nature Reserve | 0 | | 0 | - | 0 | 0 | |
| 3 | Tree Preservation Order (single or group) within or on site boundary | Yes = minus score (-) No = zero score (0) | 0 | - | - | - | 0 |
| 4 | Site contains one or more (or part) of the following (record all that apply): | | | | | | |
| | Children's playground | Yes = minus score (-) No = zero score (0) | 0 | 0 | 0 | 0 | 0 |
| | Outdoor sports facility | | 0 | - | - | 0 | 0 |
| | Amenity green space | | 0 | 0 | 0 | 0 | 0 |
| Accessible natural green space (natural/semi-natural green space) | 0 | | 0 | 0 | 0 | 0 | |
| 5 | Site boundary within 480m of one or more of the following (record all that apply): | | | | | | |
| | Primary School | Yes = plus score (+) No = minus score (-) | + | - | - | - | - |
| | GP surgery | | - | - | - | - | - |
| | Library(permanent or mobile library stop) | | - | - | - | - | - |
| | Leisure centre | | - | - | - | - | - |
| | Children's playground | | - | - | - | - | - |
| | Outdoor sports facility | | - | + | + | - | - |
| | Amenity green space | | - | - | - | - | - |
| Accessible natural green space (natural/semi-natural green space) | - | | + | + | + | - | |
| 6 | Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most valuable) | Yes = minus score (-) No = zero score (0) | - | - | - | - | - |
| 7 | All or part of the site within a Source Protection Zone (groundwater) | Yes = minus score (-) No = zero score (0) | 0 | 0 | - | - | - |
| 8 | All or part of the site is within Flood Zones 2 or 3 | Yes = minus score (-) No = zero score (0) | - | - | - | - | - |
| 9 | Site wholly/partly within an Air Quality Management Area | Yes = minus score (-) No = zero score (0) | 0 | 0 | 0 | 0 | 0 |
| 10 | Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use | Yes = plus score (+) No = zero score (0) | + | + | + | 0 | + |
| 11 | Site would displace an existing waste management operation | Yes = minus score (-) No = zero score (0) | 0 | 0 | 0 | 0 | 0 |
| 12 | Site wholly/partly within/contains any of the following (record all that apply): | | | | | | |
| | a World Heritage Site or its buffer zone | Yes = double minus score (-) No = zero score (0) | 0 | 0 | 0 | 0 | 0 |
| | a Scheduled Monument | | 0 | 0 | 0 | -- | 0 |
| | a Registered Battlefield | | 0 | 0 | 0 | 0 | 0 |
| | a Registered Park or Garden | | 0 | 0 | 0 | 0 | 0 |
| | a Conservation Area | | 0 | -- | 0 | 0 | 0 |
| a Listed Building | 0 | | 0 | -- | -- | 0 | |
| 13 | Site boundary within buffer zone of one or more (record all that apply): | | | | | | |
| | 300m of a World Heritage Site or its buffer zone | Yes = minus score (-) No = zero score (0) | 0 | - | 0 | 0 | 0 |
| | 300m of a Scheduled Monument | | - | - | 0 | - | 0 |
| | 300m of a Registered Battlefield | | 0 | 0 | 0 | 0 | 0 |
| | 300m of a Registered Park or Garden | | 0 | 0 | 0 | 0 | 0 |
| | 300m of a Conservation Area | | 0 | - | - | - | 0 |
| 100m of a Listed Building | - | | - | - | - | 0 | |
| 14 | Site is wholly/partly classified as very high landscape sensitivity for residential | Double minus score (-) | | | | | |
| | Site is wholly/partly classified as high landscape sensitivity for residential | | | | | | |
| | Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential | Zero score (0) | | 0 | 0 | 0 | 0 |
| | Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary | Plus score (+) | + | | | | |
| Overall Score | | | -14 | -20 | -13 | -19 | -10 |
| Overall Sustainability Conclusion | | | Fair | Poor | Fair | Poor | Fair |
| Range is -1 to -20 Good is -1 to -7 Fair is -8 to -14 Poor is -15 to -20 | | | | | | | |

Appendix 2.3.2

STRATEGIC SITE CONSULTATION QUESTIONNAIRE



Shropshire Local Plan Review – Strategic Sites Consultation

Introduction

The 'Strategic Sites' Consultation Document is available on the Shropshire Council website at: www.shropshire.gov.uk/local-plan-strategic-sites-consultation

The Consultation runs from Monday 1st July 2019 to Monday 9th September 2019.

This Questionnaire has been provided to allow comment on the 'Strategic Sites' Consultation.

We advise you read through all the information provided in support of this consultation prior to starting your response. We would also suggest you have a copy of the 'Strategic Sites' Consultation Document available to refer to as you work through the questions.

If when completing this Questionnaire your answer requires more space than allowed, please feel free to continue on a separate piece of paper and submit it alongside the completed Questionnaire.

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information legislation (primarily the Freedom of Information Act 2000, the Data Protection Act 2018 and the Environmental Information Regulations 2004).

Once completed, this questionnaire can be submitted by:

- **Email to:** planningpolicy@shropshire.gov.uk

To submit a completed questionnaire via email, please use the following steps:

- *Save a copy of this Questionnaire to your computer.*
- *Open and complete the version of the Questionnaire saved to your computer.*
- *Once completed, re-save the Questionnaire to your computer.*
- *Attach the completed version of the Questionnaire saved on your computer to an email.*
- *Open the Questionnaire attached to the email to ensure it is the version you wish to submit.*
- *If submitting your own response, please enter your last name in the subject field of the email. If submitting a response on behalf of a client, please enter their last name in the subject field of the email.*
- *Submit the email to planningpolicy@shropshire.gov.uk*

- **Post to: Shropshire Council, Planning Policy & Strategy Team, Shirehall, Abbey Foregate, Shrewsbury, Shropshire, SY2 6ND**

Shropshire Local Plan Review - Strategic Sites Consultation

Respondent Information

1. Please provide the following information about yourself:

Shropshire Local Plan Review - Strategic Sites Consultation

Preferred Strategic Sites

3. Do you agree with the identification of Clive Barracks, Tern Hill as a preferred strategic site?

Yes

No

Don't know / no opinion

Please use this space to make any comments about this:

4. Do you have any comments on the initial site guidelines for Clive Barracks, Tern Hill?

5. Do you have any comments on the indicative masterplan produced by the MOD and their consultants for the redevelopment of Clive Barracks, Tern Hill?

6. Do you agree with the identification of the Former Ironbridge Power Station as a preferred strategic site?

Yes

No

Don't know / no opinion

Please use this space to make any comments about this:

7. Do you have any comments on the proposed site guidelines for the Former Ironbridge Power Station?

8. Do you have any comments on the indicative masterplan produced by The Harworth Group for the redevelopment of the Former Ironbridge Power Station?

9. Do you agree with the identification of RAF Cosford as a preferred strategic site?

Yes

No

Don't know / no opinion

Please use this space to make any comments about this:

10. Do you have any comments on the proposed site guidelines for RAF Cosford?

Shropshire Local Plan Review - Strategic Sites Consultation

Other Potential Strategic Site

11. The Strategic Sites Consultation Document recognises land north of Junction 3 of the M54 may represent an opportunity to meet cross-boundary needs arising within the Black Country and it could deliver significant economic opportunities to Shropshire. Do you believe that land north of Junction 3 of the M54 should be identified as a preferred strategic site?

Yes

No

Don't know / no opinion

Please use this space to make any comments about this:

12. What do you believe are the potential benefits associated with identifying land north of Junction 3 of the M54 as a preferred strategic site?

13. What do you believe are the potential issues and impacts associated with identifying land north of Junction 3 of the M54 as a preferred strategic site?

14. How might the issues and impacts associated with identifying land north of Junction 3 of the M54 as a preferred strategic site be mitigated or addressed?

Shropshire Local Plan Review - Strategic Sites Consultation

Further Information

15. Please use the space below to make any further comments on this Consultation or to suggest any alternative strategic sites*:

**The definition of a strategic site is provided within paragraph 1.1 of the Strategic Sites Consultation Document.*

Once completed, this questionnaire can be submitted by:

• **Email to:** planningpolicy@shropshire.gov.uk

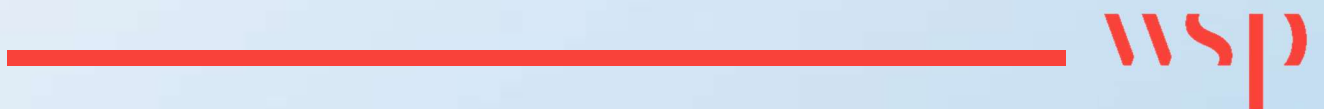
If submitting your own response, please enter your last name in the subject field of the email;

If submitting a response on behalf of a client, please enter their last name in the subject field of the email.

• **Post to: Shropshire Council, Planning Policy & Strategy Team, Shirehall, Abbey Foregate, Shrewsbury, Shropshire, SY2 6ND**

Appendix 2.3.3

**STRATEGIC SITE COVERING LETTER
- BESLOW GARDEN VILLAGE**



Planning Policy & Strategy Team
Shropshire Council
Shirehall
Abbey Foregate
Shrewsbury
SY2 6ND

6 September 2019

planningpolicy@shropshire.gov.uk
let.012.BF.AC.29010005

Dear Sirs

**LOCAL PLAN PARTIAL REVIEW STRATEGIC SITES CONSULTATION
REPRESENTATIONS ON BEHALF OF RABY ESTATE**

This submission has been made by WSP | Indigo on behalf of the Raby Estate in response to the Shropshire Local Plan Partial Review Preferred Strategic Sites consultation.

This submission comprises:

- The completed consultation questionnaire;
- Representations Document (September 2019); and
- Beslow New Settlement Vision Document (September 2019).

As this submission demonstrates, none of the options currently identified in the Preferred Strategic Sites consultation are particularly transformational nor do they have the potential to generate the real 'step change' in Shropshire's economy as outlined in the Economic Growth Strategy for Shropshire (2017-2021). This is largely down to locational factors, scale and, in the case of RAF Cosford, the fact that development will meet Ministry of Defence (MOD) rather than Shropshire's needs.

For Shropshire to meet its economic growth aspirations, the location of new strategic development will be a key factor in attracting the type of inward investment in the sectors it wishes to grow.

The optimum location for a new settlement and employment opportunities lies within an area between the main towns of Shrewsbury and Telford, close to the A5/M54 strategic growth corridor. The area is relatively unconstrained, falling outside of both the AONB and the Green Belt. Through careful and considerate design, a scheme can be provided to meet housing and employment growth aspirations whilst preserving and enhancing local environmental, heritage and cultural assets.

The provision of a new settlement in this location, supported by new employment opportunities, offers a significant opportunity to provide new and enhanced public transport connectivity between rural settlements and the main towns and railway stations in the area, including the proposed Parkway Station at Preston.

The Raby Estate is proposing to make land available within its ownership for a new settlement as a suitable alternative to those put forward in the Council's latest consultation document. The potential site is at Beslow Farm, located to the south of Roman Road and to the east of Wroxeter.

Further details of the proposed opportunity are outlined in the accompanying Beslow New Settlement Vision Document.

The Raby Estate and its team are very keen to explain their plans and develop them in collaboration with the Council, as they truly believe they can have a transformational and positive impact for the county.

The Raby Estate envisage the new settlement to become a model new settlement for the twenty-first century which fosters a vibrant and successful community and puts Shropshire at the forefront of planning for a positive future.

We trust you have everything you need to consider this submission and we would welcome the opportunity to meet with the Council to discuss this further.

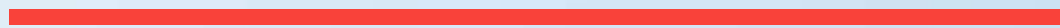
Yours faithfully

Ben Frodsham

Enc: Completed questionnaire
Representations Document (September 2019)
Vision Document (September 2019)
cc: The Raby Estate

Appendix 2.3.4

VISION DOCUMENT – BESLOW GARDEN VILLAGE



wsp

Beslow New Settlement

Vision Document
September 2019



Indigo Planning Limited

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Beslow New Settlement Vision Document

| | |
|--|-----|
| Executive Summary | 04 |
| Introduction | 06 |
| The Raby Estate | 08 |
| Shropshire's Growth Ambitions | 10 |
| Shropshire Spatial Portrait | 11 |
| Location Rationale | 14 |
| Raby Estate's Opportunity | 16 |
| Site Selection | 17 |
| The Beslow Farm Site | 18 |
| Sustainability Appraisal | 19 |
| Garden Village Principles | 20 |
| Beslow New Settlement | 21 |
| Development Concept | 22 |
| Development Proposal | 24 |
| Transport and Accessibility | 30 |
| Landscape and Visual Impact | 32 |
| Conclusion | 33 |
| <hr/> | |
| Appendix 1 - Transport and Accessibility Appraisal | 34 |
| Appendix 2 - Landscape Report | 66 |
| Appendix 3 - Ecology Report | 89 |
| Appendix 4 - Sustainability Appraisal Assessment | 114 |

Executive Summary

Shropshire Council is currently consulting on preferred strategic sites (large sites of more than 25ha in size) which are not associated with meeting the growth needs of any particular settlement and can contribute to achieving the aspirations of the Economic Growth Strategy for Shropshire.

None of the options currently identified in the Preferred Strategic Sites consultation are particularly transformational nor do they have the potential to generate the real 'step change' in Shropshire's economy as outlined in the Economic Growth Strategy for Shropshire (2017-2021).

For Shropshire to meet its economic growth aspirations, the location of new strategic development will be a key factor in attracting the type of inward investment in the sectors it wishes to grow.

The Raby Estate has a substantial landholding which is centrally located in Shropshire and covers a significant portion of the area that is the most suitable for strategic development which can offer the greatest benefits to Shropshire.

The Raby Estate recognises and wishes to support the growth aspirations of Shropshire and is willing to work with the Council in developing a proposal for a new settlement within its ownership.

The Estate has assembled an experienced professional team comprising of award winning firms who have the requisite experience, local understanding and enthusiasm to deliver a truly exceptional scheme for Shropshire. The team includes WSP|Indigo, RTPI Planning Consultancy of the Year award winners in 2015 and 2017, URBED, the Wolfson Economics Prize winners in 2014 for their work on a model for a 21st Century Garden City, Mode Transport Planning, Allan Moss Associates and Greenscape Environmental.

The team has created a vision for a new settlement within Raby Estate's sole ownership which seeks to create an enduring and sustainable new settlement founded on Garden Village principles and the architectural and planning traditions of Shropshire.

The identified site is located to the south of the A5 in area equidistant between Shrewsbury and Telford. The site is extremely well placed to deliver a new settlement as it:

1. Is strategically located within the heart of the county, between Shrewsbury and Telford, allowing it to meet county wide needs;
2. Can deliver a significant amount of new housing including a significant proportion of affordable homes alongside supporting community uses and infrastructure, including substantial green infrastructure;
3. It can help deliver the aims and objectives of the Economic Growth Strategy providing new employment opportunities within the county helping facilitate the growth of underrepresented sectors such as advanced manufacturing including engineering, agri-food and agri-tech in a location closely linked with agriculture with a landowner who is willing to facilitate growth in this area.
4. It lies outside of the Green Belt and AONB and is relatively unconstrained;
5. It is in single ownership, with a responsible owner that takes a long-term view with legacy a driving principle. The site's single ownership will also assist in deliverability;
6. It is well located for the Parkway station at Preston and has the ability to enhance public transport in the corridor from Shrewsbury to Telford; and
7. It can be brought forward more quickly than other options which are reliant on the availability of land or the need for significant mitigation and site preparatory works.

An initial proposal has been developed which identifies that the site could be delivered in two phases providing up to 3,500 homes in total alongside 17ha of employment land, community uses and infrastructure.

The proposed scheme should be treated as highly indicative at this stage and it is envisaged that, a requirement could be built into the Local Plan Partial Review to prepare an Area Action Plan or a Development Brief for the site in order to work up the design, scale and form of the new settlement in a collaborative manner with all relevant stakeholders and the community.





Executive Summary

The proposal has been prepared against the following key themes:



Clear identity

A distinctive local identity as a new garden community, including at its heart an attractive and functioning centre and public realm.



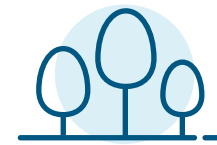
Great homes

Offer a wide range of high quality, distinctive homes. This includes affordable housing and a mix of tenures for all stages of life.



Well-designed places

With vibrant mixed use communities that support a range of local employment types and premises, retail opportunities, recreational and community facilities.



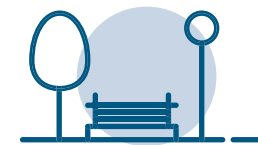
Legacy and stewardship

Arrangements to be put in place for the care of community assets, infrastructure and public realm, for the long-term benefit of the whole community.



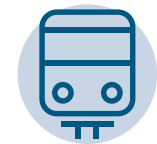
Sustainable scale

Built at a scale which supports the necessary infrastructure to allow the community to function self-sufficiently on a day to day basis, with the capacity for future growth to meet the evolving housing and economic needs of the local area.



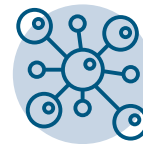
Green space

Generous, accessible, and good quality green and blue infrastructure that promotes health, wellbeing, and quality of life, and considers opportunities to deliver environmental gains such as biodiversity net gain and enhancements to natural capital.



Transport

Integrated, forward looking and accessible transport options that support economic prosperity and wellbeing for residents. This should include promotion of public transport, walking, and cycling so that settlements are easy to navigate, and facilitate simple and sustainable access to jobs, education, and services.



Future proofed

Designed to be resilient places that allow for changing demographics, future growth, and the impacts of climate change.

The Raby Estate and its team are very keen to explain their plans and develop them in collaboration with the Council, as they truly believe they can have a transformational and positive impact for the county.

The Estate are enthusiastic about this exciting opportunity and consider that an early stage of development before 2036, allied to future development beyond 2036, can collectively allow the creation of an enduring and sustainable new settlement founded on the architectural and planning traditions of Shropshire.

The Raby Estate envisage the new settlement to become a model new settlement for the twenty-first century which fosters a vibrant and successful community and puts Shropshire at the forefront of planning for a positive future.

Introduction

This submission has been made by WSP | Indigo on behalf of Raby Estate in response to the Shropshire Local Plan Partial Review Preferred Strategic Sites consultation.

Shropshire Council is currently consulting on preferred strategic sites (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.

Three current preferred strategic sites have been identified in the document, namely:

- Clive Barracks, Tern Hill;
- Former Ironbridge Power Station; and
- RAF Cosford.

A fourth potential strategic site has been identified at Junction 3 of the M54 which lies entirely within the Green Belt.

None of the options currently identified in the Preferred Strategic Sites consultation are particularly transformational nor do they have the potential to generate the real 'step change' in Shropshire's economy as outlined in the Economic Growth Strategy for Shropshire (2017-2021). This is largely down to locational factors, scale and, in the case of RAF Cosford, the fact that development will meet Ministry of Defence (MOD) rather than Shropshire's needs.

For Shropshire to meet its economic growth aspirations, the location of new strategic development will be a key factor in attracting the type of inward investment in the sectors it wishes to grow and ensuring benefits flow and are retained.

The optimum location for a new settlement and employment opportunities lies within an area between the main towns of Shrewsbury and Telford, close to the A5/M54 strategic growth corridor. The area is relatively unconstrained, falling outside of both the AONB and the Green Belt yet at the heart of the county. Through careful and considerate design, a scheme can be provided to meet housing and employment growth aspirations whilst preserving and enhancing local environmental, heritage and cultural assets.

The provision of a new settlement in this location, supported by new employment opportunities, offers a significant opportunity to provide new and enhanced public transport connectivity between rural settlements and the main towns and railway stations in the area, including the proposed Parkway Station at Preston.

The Raby Estate has a substantial landholding which is centrally located in Shropshire and covers a significant portion of the area that this report considers to be the most suitable for strategic development which can offer the most benefits to Shropshire.

The Raby Estate recognises and wishes to support the growth aspirations of Shropshire and is keen to work with the Council in developing a proposal for a new settlement within its ownership.

The Estate has assembled an experienced professional team comprising of award winning firms who have the requisite experience, local understanding and enthusiasm to deliver a truly exceptional scheme for Shropshire. The team includes:



WSP | Indigo

WSP | Indigo is an award-winning planning consultancy that has offices across the UK and has been consistently recognised for its outstanding performance. It has been awarded RTPI Planning Consultancy of the Year in 2015 and 2017 and was highly commended in 2018.



URBED

URBED (Urbanism, Environment and Design) Ltd is an award-winning design and research consultancy based in Manchester. URBED believe in building sustainable towns and cities and enabling good design. The firm has years' of experience of working with public and private sector clients on large scale master planning projects across the country. Many of these have resulted in built schemes that are now vibrant and successful places. URBED's vision and expertise were recognised in the Wolfson Economics Prize, which was awarded for their work on a model for a 21st Century Garden City. Recent work has included masterplans for Wisbech Garden Town and Brookhay Garden Village.



Mode Transport Planning

Mode is a transport planning, engineering and environmental consultancy that has offices located in Birmingham, London, Manchester and Reading. Mode deliver clear and commercially viable transport planning advice and have significant experience in providing robust and workable transport solutions to support large scale developments. This includes providing a comprehensive transport planning strategy in support of a new settlement of 3,500 new homes, shops, restaurants, cafes, employment parks and new schools at the former Long Marston Airfield, which is within 10 minutes of Stratford upon Avon.



Allan Moss Associates

Allan Moss is a chartered landscape architect and town planner with nearly 40 years' experience. Allan is locally based and has provided landscape and visual impact assessments supporting over 100 schemes across Shropshire and the Wrekin. This has included landscape character assessments and visual impact studies; environmental assessments; village appraisals; conservation studies and historical research; residential, commercial and industrial developments; agricultural developments and countryside planning projects; mineral planning and land restoration; large scale infrastructure and master planning projects. Allan was involved in preparing the Landscape Institute/IEEMA's Guidelines on best practice for landscape and visual impact assessment (GLVIA), published in April 2002.



Greenscape Environmental

Greenscape Environmental Ltd is an independent environmental and ecological consultancy based in Shropshire which is committed to providing sustainable ecological and environmental solutions that are specific to individual project needs but always with the vision of a brighter ecological and environmental future. Greenscape Environmental is a local business, employing highly educated and experienced team members who will tackle any situation professionally and pro-actively.





Introduction

The consultant team has worked collaboratively with the Raby Estate to create this document which sets out the Estate's vision for a new settlement and includes:

- An introduction to the Raby Estate and its values;
- Background to Shropshire's housing and employment growth aspirations;
- An overview of Shropshire's spatial portrait and the location rationale to identify the optimum location for new strategic development in the heart of Shropshire;
- An introduction to the Raby Estate's opportunity;
- Details of the site selection process and a sustainability appraisal of the site and comparison with the options identified by the Council;
- The development concept for the proposal;
- A vision for the new settlement and details of the proposed development; and
- An assessment of the proposed development in transport and landscape terms.

The Raby Estate and its team are very keen to explain their plans and develop them in collaboration with the Council, as they truly believe they can have a transformational and positive impact for the county.

The Estate are enthusiastic about this exciting opportunity and consider that an early stage of development before 2036, allied to future development beyond 2036, can collectively allow the creation of an enduring and sustainable new settlement founded on the architectural and planning traditions of Shropshire. The Raby Estate envisage the new settlement to become a model new settlement for the twenty-first century which fosters a vibrant and successful community and puts Shropshire at the forefront of planning for a positive future.



The Raby Estate

About the Raby Estate

Raby Estate business operations include in-house farms, let farms and residential property, visitor attractions, holiday lets/hotel and sporting enterprises across three estates in County Durham and Shropshire.

The Shropshire Estate has been held by the Vane family since the beginning of the 19th Century. The estate is situated between Shrewsbury and Telford consisting of leasehold farms from where the Estate's tenants run their own farming businesses, cottages where people make their homes and holiday lets. The estate comprises around 6,500 acres including 3,900 acres of let land, 1,800 acres of land farmed by the estate and 800 acres of mixed amenity and commercial woodland.

The Estate became part of Raby in the early 19th Century through the Pulteney family having originally been owned by Sir Francis Newport (the Bradford family). The present estate was part of a much larger Raby landholding in Shropshire of 27,000 acres and has always played an important role in the life of Shropshire.

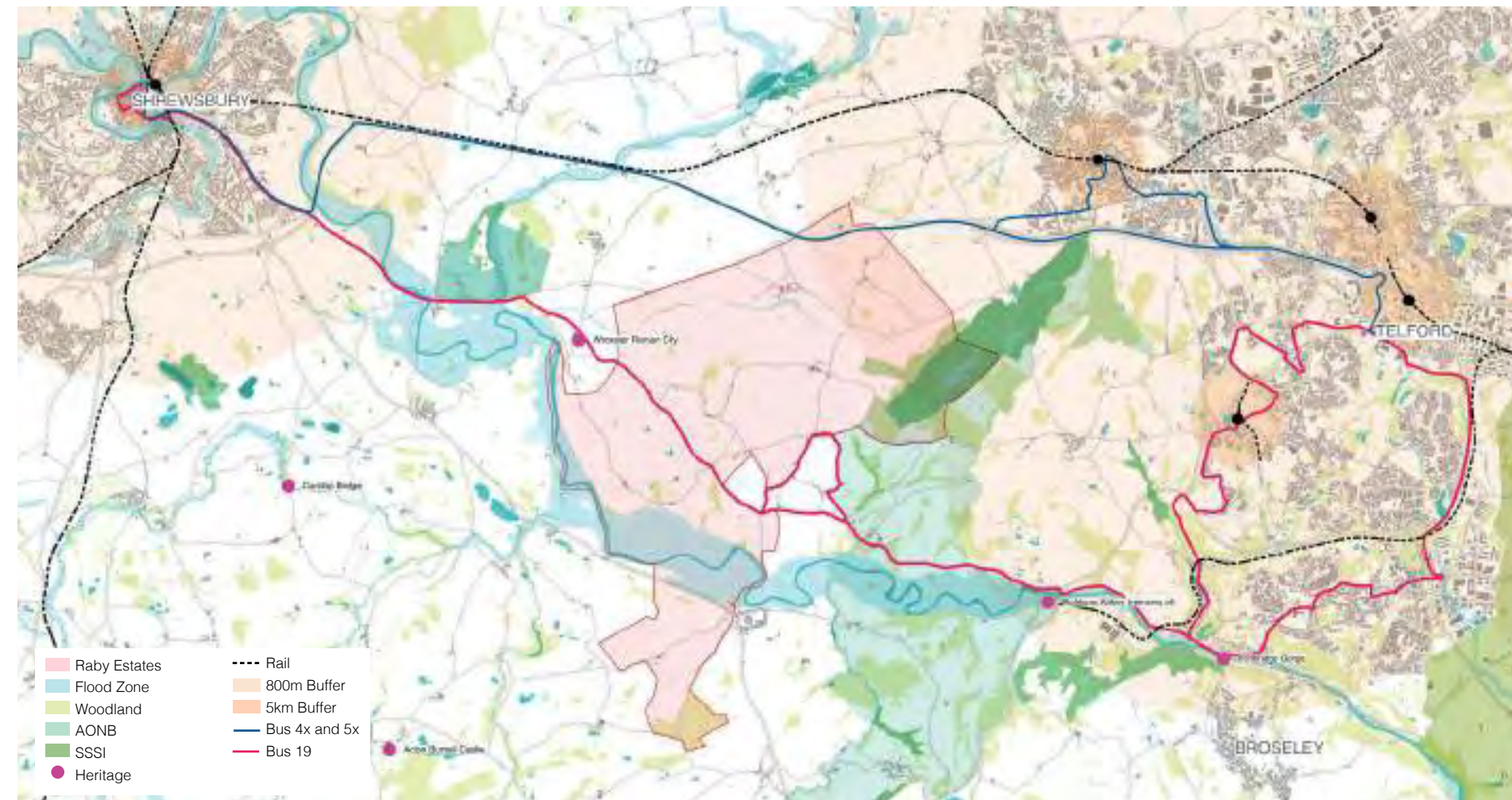
The estate included Shrewsbury Castle (sold to the Shrewsbury Horticultural Society in 1924), the Roman City of Uriconium or Wroxeter (now English Heritage),

along with additional landholdings throughout much of Shropshire including High Ercall, Wem, parts of Corvedale, Hem, Lacon, around Cleobury Mortimer and the Belle Vue area in Shrewsbury.

There are strong associations with Thomas Telford, originally brought down from Scotland to work on the Estate, the architect Thomas Pritchard who designed Iron Bridge, and Robert Adam at Shrewsbury Castle. The Vane heir represented South Shropshire as a long-standing MP in the 19th Century.

The current Raby Estate is situated between Shrewsbury and Telford to the south of the A5. The Estate encompasses the summit and greater part of the Wrekin and extends from the A5 in the north, the Wrekin in the east, Cressage and its rural surrounds towards Kenley in the south and the River Seven in the west.

Raby Estate covers the Wroxeter and Uppington Parish, Cressage Parish and Kenley Parish Parts of Uppington, Rushton, Eyton, Drton, Cressage and Kenley settlements are all under the stewardship of the Raby Estate. A plan identifying the extent of Raby Estate's ownership in Shropshire is provided below.



Raby Estate's Values

The aim for the Raby Estate is to develop a sense of place, building new and renovating existing property to nurture a community for Shropshire providing new work opportunities, homes, including affordable homes, creating spaces for people to visit, learn and exercise, to help with the health and wellbeing of people in the county.

Raby's management and planning for the long-term future of the Estate is built around the following values:



Stewardship: the Estate takes a long-term approach to the management and ownership of the estate and aims to hand over a stronger business for the benefit of future generations.



Setting high standards: the Estate strives to set high standards in everything they do which is measured by the quality of what the Estate delivers, both in terms of environmental improvements and the sensitive management of its property.



Respecting and valuing its people: the Estate aims to be a place where people are proud to live and work. It strives to build a strong community, providing appropriate amenities for its employees and residents to enjoy working and living on the Estate.



Decision making for the longer-term: the Estate takes a strong leadership approach to the management of the Estate, taking difficult decisions for the benefit of future generations to secure the long-term economic viability and sustainability of the site at its core.

The Raby Estate

Raby Estate's role in the local economy and community

Raby Estate plays an important role in the local rural economy in Shropshire including:

1. The Estate works with its farming tenants to help them maintain thriving businesses.
2. A large part of the Shropshire estate is farmed in hand with the help of a local entrepreneurial farming business. The farm produces wheat, beans, oil seed rape, potatoes and lamb.
3. The Estate's woodlands are managed for public access, for the environment and the production of high quality timber materials.
4. The Estate works with a least 30 contractors and suppliers each year ensuring a minimum of 80% of the Estate's expenditure is spent within Shropshire.
5. Visitors are attracted to the wider estate, which includes The Wrekin, and they spend money in the local economy.
6. The Estate provides homes for people to live and work locally.
7. The Estate will continue to foster close links with businesses, Councils and educational assets.
8. The Estate helps to facilitate Eyton Races which is based on the Estate and takes place twice a year on the Easter and May Day bank holidays.
9. The Estate's team supports local community groups such as the scouts, cricket club and village communities.

Raby Estate's Opportunity

The Estate has a long-term view, good location, ownership of natural capital and valued built assets. Under the strong management of the team, this will provide economic growth in line with Shropshire's objectives.

Development will of course provide economic growth for Raby which is vital and important to provide funding for future investment. The Estate's development will enhance the quality of life and natural capital to ensure local economic growth.

Raby Estate is currently assessing opportunities around the rural settlements within its Estate to provide new employment and retail services to key rural cluster settlements such as Uppington, Rushton, Aston and Longwood, supplying a new housing development in Cressage and leisure and tourism opportunities on The Wrekin.

Financial sustainability is key for the local community, Shropshire and Raby Estate to build its businesses and create a sense of place for cohesive economic growth. Raby feels this will be achieved through sympathetic development to create places that will provide opportunities for those living and working in Shropshire. This can only be achieved by meeting common goals and working in partnership.

Raby Estate is a responsible landowner of natural capital and can help meet Shropshire's objective for improving the environment. New development on the Raby Estate will allow places for natural capital, the environment, tourism and wellbeing to grow. This will be achieved by providing spaces and attractions for people to explore the wider Raby Estate.



Shropshire's Growth Ambitions

Shropshire Council is undertaking a Local Plan Partial Review to identify additional land to provide for future housing and employment to reflect Shropshire's future needs. The partial review is being prepared to meet the following objectives:

- Provide an appropriate development strategy for Shropshire for the period 2016-2036;
- Ensure a deliverable Development Plan for Shropshire which secures a five year land supply for both housing and employment development;
- Support the development of sustainable communities which are thriving, inclusive and safe, ensuring that people in all areas of Shropshire have access to decent affordable homes, jobs, education and training;
- Support rural communities through the delivery of local housing and employment opportunities;
- Promote sustainable economic development and growth by providing a flexible and responsive supply of employment land and premises, and the development of further/higher education and training opportunities;
- Support business development, satisfy the changing needs and demands of the Shropshire economy, promote inward investment, and help generate skilled, well paid employment opportunities; and
- Support the development of sustainable tourism, rural enterprise, broadband connectivity, diversification of the rural economy, and the continued importance of farming and agriculture.

The Council is planning for a greater level of growth than required to enable the delivery of higher rates of affordable housing delivery. It also aims to provide the basis for a significant number of new jobs to be created in the county through the provision of additional employment land.

The Council considers that this level of growth will have a positive influence on the number of economically active people in the county. In turn, this helps to maintain and increase levels of economic growth within the county.

The Council aims to achieve this through:

- An 'Urban Focused' distribution of development: Shrewsbury (around 30%), Principal Centres (around 24.5%), Key Centres (around 18%) and Rural Areas (around 27.5%);
- Development at strategic sites such as Ironbridge Power Station and Clive Barracks; and
- Potential new Garden Village settlements in strategic locations.

Shropshire Council is currently consulting on preferred strategic sites (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.

Shropshire's Economic Growth Strategy identifies the need for a 'step change' in Shropshire's economy to: reduce levels of out commuting; retain employment and skills locally; increase productivity; and address housing affordability issues. The Economic Growth Strategy also identifies a number of strategic corridors and growth zones including the M54/A5 and A41 through Shropshire.

The strategic sites are considered by the Council to provide strategic opportunities to deliver the objectives of Shropshire's Economic Growth Strategy, including the delivery of investment within strategic corridors, to increase the productivity and output of the local economy. The Council also considers that they have the potential to generate significant new investment in employment, thereby increasing the number but also the quality of jobs locally; provide additional housing, resulting in a positive opportunity to generate greater resilience in housing delivery through increased choice and competition; and contribute to improved infrastructure and local services.

The Council's currently preferred strategic sites are:

- Clive Barracks, Tern Hill;
- Former Ironbridge Power Station; and
- RAF Cosford.

Shropshire Council considers that there is sufficient evidence and justification for these proposals to be preferred for allocation as 'strategic sites'. Although the Council hasn't specified how many of these sites may be taken forward in the final version of the Local Plan Partial Review, we understand that all options may be considered if it helps the Council realise its economic growth ambitions.

The Council also notes that there is a further potential strategic site at Junction 3 of the M54. At this stage Shropshire Council considers that further evidence and justification is required to enable the site at Junction 3 of the M54 to be formally identified as preferred for development.

However, none of the options currently identified in the Preferred Strategic Sites consultation are particularly transformational nor do they have the potential to generate the real 'step change' in Shropshire's economy. This is largely down to locational factors, scale and, in the case of RAF Cosford, the fact that development will meet Ministry of Defence (MOD) rather than Shropshire's needs.

For Shropshire to meet its economic growth aspirations, the location of new strategic development will be a key factor in attracting the type of inward investment in the sectors it wishes to grow.

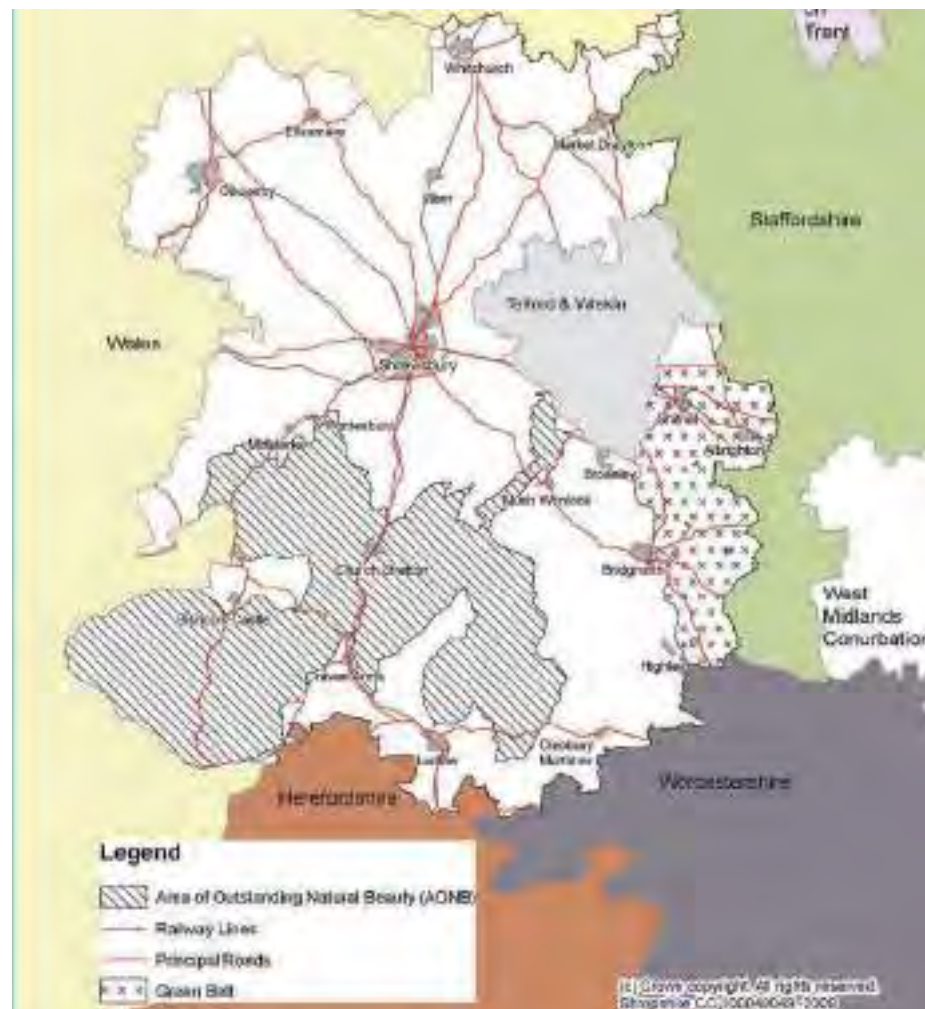


Shropshire Spatial Portrait

Shropshire is a large, diverse, predominantly rural inland county, situated in the far western corner of the West Midlands Region, on the border with Wales. It has a close relationship and strong sub-regional ties with neighbouring Herefordshire, and Telford and Wrekin will continue to influence the eastern part of Shropshire.

A large proportion of the southern part of the County is designated as an Area of Outstanding Natural Beauty (AONB) and the eastern part, to the east and south east of Telford and Wrekin is designated Green Belt.

An extract from the Shropshire Core Strategy identifying these areas is provided below.

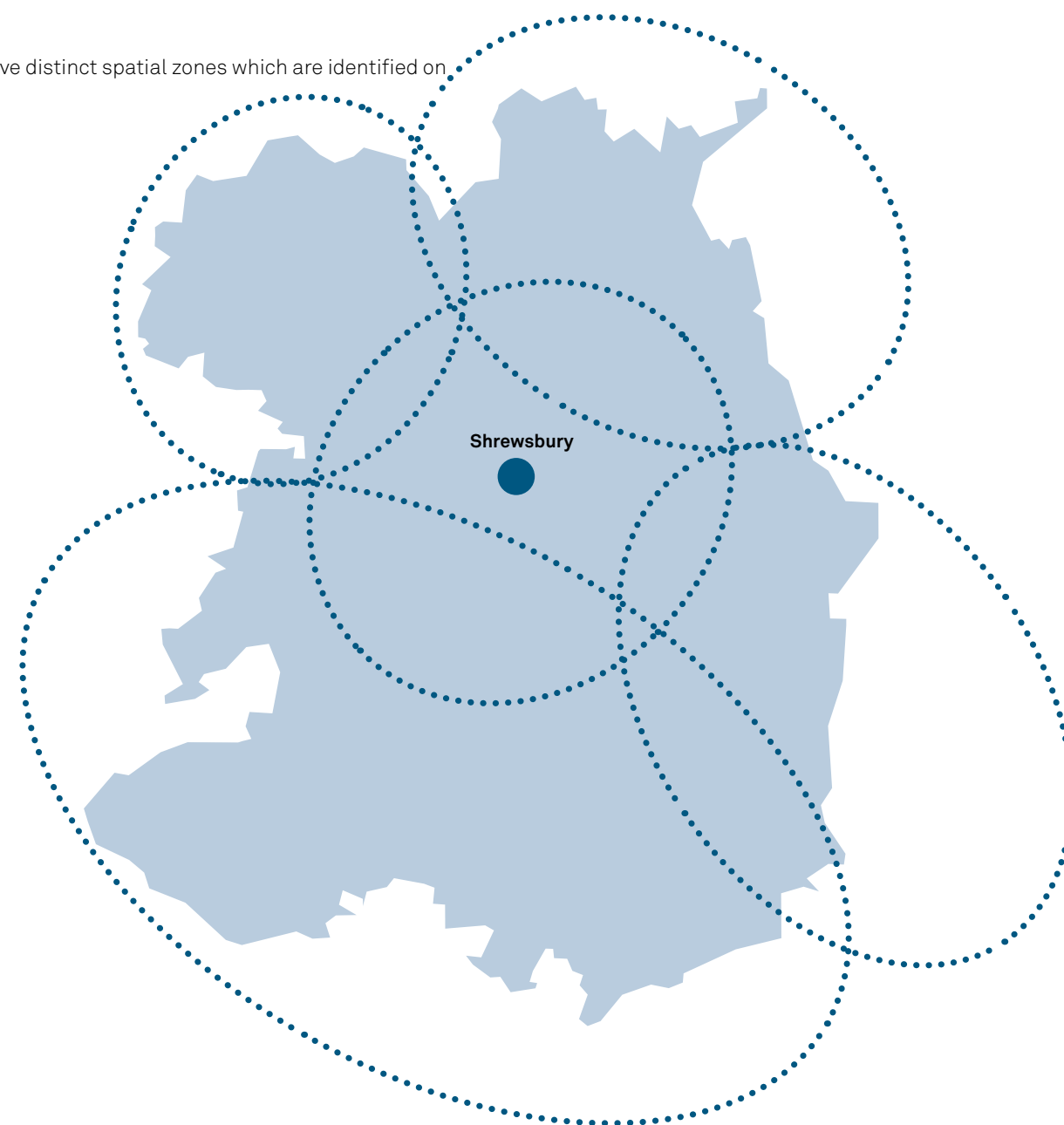


Shrewsbury is the county town and the largest settlement and contains about a quarter of the total population. It is the main commercial, cultural and administrative centre for Shropshire, with a catchment that extends into mid Wales.

The main Market Towns of Oswestry, Bridgnorth, Market Drayton, Ludlow and Whitchurch are much smaller and together contain about 20% of the total population. They provide a range of facilities and services for their resident communities and surrounding rural hinterlands. There are a further 13 smaller Market Towns and Key Centres.

Outside the Market Towns and Key Centres, the population is spread widely and sparsely with many small settlements, hamlets and dispersed dwellings within the countryside. Overall, around 36% of the population live in rural areas. Rural communities have been affected by the loss of local services such as village shops, post offices, garages and pubs.

The County can be broken up into five distinct spatial zones which are identified on the plan below.



Shropshire Spatial Portrait

The Central Spatial Zone

The Central Spatial Zone encompasses Shrewsbury which acts as a sub-regional service centre for the County.

The area includes six secondary schools, Post 16 education at Shrewsbury College of Arts and Technology, Shrewsbury Sixth Form College, and Walford and North Shropshire College.

The area includes major community facilities in the form of Royal Shrewsbury Hospital, Theatre Severn, Shrewsbury Sports Village, county library, museums, and the headquarters of the police, fire and ambulance services.

Being at the heart of Shropshire, the area benefits having the best road and rail transport networks in the County including the A5/M54 key east-west corridor to West Midlands conurbation and north-west to Wales and Ireland (Trans-European network route), the A49 key north-south route and benefits from main line railway stations at Shrewsbury, Wellington and Telford as well as the proposed new Parkway Station at Preston providing links to north Wales, the West Midlands conurbation and London and the south east.

The area has a strong service sector with concentration in public administration, education and health and the workforce has a high skill level employed in higher value jobs with a growing entrepreneurial culture. Key employment sites in the area include Battlefield Enterprise Park, including Shropshire Food Enterprise Park, Shrewsbury Business Park, Oxon Business Park.

The area has strong cross border links with Telford and Powys in terms of retail provision and journeys to work.

North East Spatial Zone

The North East Spatial Zone includes the main Market Towns of Market Drayton and Whitchurch and the smaller Market Town of Wem.

The area includes community facilities such as Whitchurch Community Hospital, three secondary schools, Post 16 education at Sir John Talbot's School in Whitchurch, Thomas Adams School in Wem, and at Grove School in Market Drayton.

The area has good transport accessibility by road (A41, A49, A53) and has railway stations on the Crewe-Cardiff line -stations at Whitchurch, Prees, Yorton and Wem which provide less frequent services than its main line counterpart in the Central Spatial Zone.

The Council recognises that public transport is an issue, particularly from Market Drayton.

The economy in the north eastern spatial zone is heavily weighted towards the industrial sector due to its road links. There are high-levels of out commuting in the area and significant levels of homeworking. Key Employment sites include Tern Valley Business Park, Whitchurch Business Park/Waymills Industrial Estate/Civic Business Park, Wem Industrial Estate, and Wem Business Park.

The Council recognises that the economics of development in this area is marginal.

The area is in proximity to the Potteries, Crewe, Chester, Telford and in lies in the commuter zone for Manchester.

East Spatial Zone

The East Spatial Zone includes the Main Market Towns of Bridgnorth, Shifnal, Albrighton and smaller centres of Broseley, Much Wenlock and Highley.

In terms of community facilities, the area includes Bridgnorth Community Hospital, four secondary schools, Post 16 education at William Brookes School in Much Wenlock, Bridgnorth Endowed School, Idsall School in Shifnal and Oldbury Wells School in Bridgnorth.

The area has good accessibility by road in the form of the M54, A41 and A442 and the east-west rail route to Wolverhampton and Birmingham with stations at Shifnal, Cosford and Albrighton.

Most businesses in the area are small or micro enterprises providing predominantly low waged, low value added employment. The area suffers from a high level of out-commuting. Key employment sites include Faraday Drive, Stourbridge Road, Bridgnorth, Stanmore, Alveley and Ditton Priors Industrial Estates and Stretton Road, Much Wenlock.

This area is predominantly designated as Green Belt and constitutes the only Green Belt in the County performing an important role in preventing the eastern expansion of Telford and coalescence of settlements (including Shifnal, Cosford and Albrighton) in the eastern part of the County.

The area is located between Telford and the West Midlands conurbation and suffers from high levels of out-commuting to Telford, Kidderminster and the West Midlands conurbation.



Shropshire Spatial Portrait

South Spatial Zone

The south spatial zone includes the market towns of Ludlow, Craven Arms, Church Stretton, Bishop's Castle and Cleobury Mortimer.

It includes the main community assets of Ludlow Community Hospital, Bishop's Castle Community Hospital, four secondary schools, and Post 16 education at Ludlow College and Bishop's Castle Community College.

In terms of accessibility, the area includes the major north-south road of the A49 and railway stations at Church Stretton, Craven Arms and Ludlow). However, the area suffers from poor east-west accessibility, high levels of car ownership and out-commuting to work. Cross border public transport is an issue in the area.

Being the most rural part of Shropshire, the area has a localised economy reliant on small businesses as well as agriculture and tourism. It has a relatively high level of self-containment, high levels of entrepreneurship and home working. Key Employment sites include Ludlow Eco Business Park, Ludlow Business Park, Craven Arms Business Park, Bishop's Castle Business Park, Upper/Lower Teme Business Park, Burford.

The area is dominated by the Shropshire Hills AONB.

The area has strong links with mid Wales (Welshpool, Newtown) Herefordshire (Leominster, Hereford, Tenbury) and Worcestershire (Kidderminster).

North West Spatial Zone

The North West Spatial Zone includes the market towns of Oswestry and Ellesmere.

Major community facilities in the area include the Robert Jones and Agnes Hunt Orthopaedic and District Hospital, four secondary schools, Post 16 education and training at Walford and North Shropshire College (Oswestry & Baschurch Campuses) and Derwen College, Gobowen.

The area has good transport accessibility by road (A5, A483, A495) and a railway station (Shrewsbury-Chester line) at Gobowen.

The economy in the area is weighted towards the industrial sector and the area has a significant degree of economic containment. Oswestry dominates the local economy, but rural economy is also considered by the Council to be important in the area. There are above average numbers employed in routine, low skilled, low paid jobs and low levels of employment in high value sectors in the area. Key Employment sites in the area include Oswestry Industrial Estates and Ellesmere Business Park.

The Council recognises that the economics of development in the area are marginal.

The area has strong cross border links to mid and north Wales and the north-west.

Conclusion

Based on the spatial portrait above, each spatial zone in the County has its own, distinct set of local circumstances and characteristics.

As outlined in the Garden Village Principles section, new garden villages may be developed as 'distinct settlements' only where there are sufficient employment and community facilities provided within the development to support the population and where there is an affordable and easily accessible public transport system linking the new garden village with its 'parent' town or city.

Therefore, it is important that any new settlement proposal in Shropshire will need either to provide sufficient employment and community facilities on site to support a new community or be in reach of and have easy access to such facilities in the local area.

Given that none of the strategic options proposed by the Council to date will generate the critical mass needed to support the full range of employment and community facilities on site, the location of new settlement proposals in the County will take on a much greater importance so it can link and integrate with the facilities already in place across Shropshire.

Other important factors when considering the location of new settlement proposals include the need for development to enhance the natural environment. Directing significant development proposals to areas of greatest natural importance, such as areas within the Shropshire Hills AONB and the Green Belt should be avoided unless there are no other suitable alternatives available.

Finally, new settlement proposals that provide the greatest benefits for links with existing transport infrastructure should be favoured.

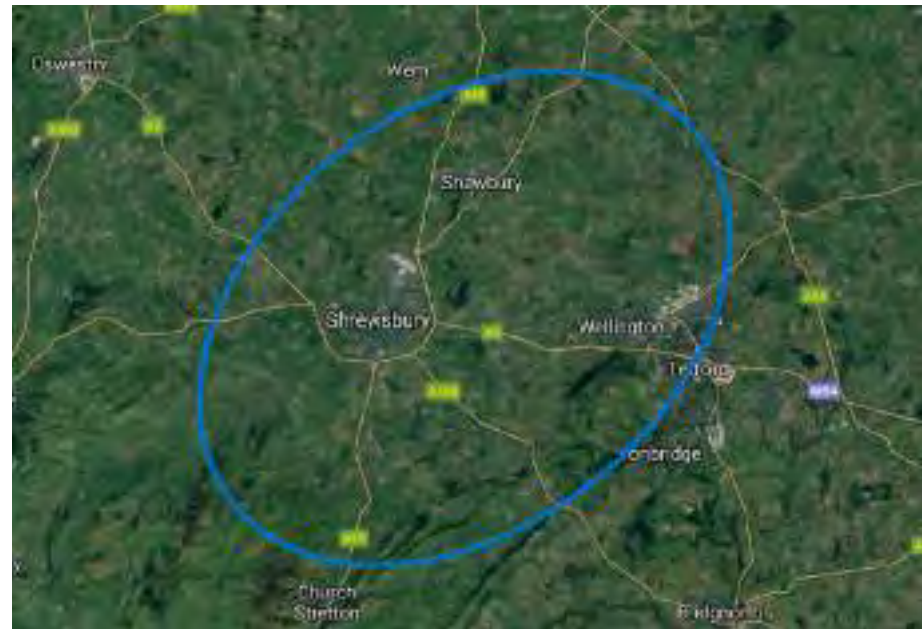
In light of these principles, it is clear from the spatial portrait that the Central Spatial Zone offers the most opportunities and this is explored in the next section.

Location Rationale

The previous section of this Vision document has identified that the Central Spatial Zone Shropshire offers the most opportunities for new strategic development.

This section sets out the reasons why the Central Spatial Zone is:

- The best location for new strategic development;
- The location best equipped to meet the economic aspirations of Shropshire and the aims of the Economic Growth Strategy; and
- Identifies the optimum location with the Central Spatial Zone for new development.



Why is it the best location?

The Central Spatial Zone has the benefit of being strategically located between the major towns of Shrewsbury and Telford which are connected by key transport infrastructure in the form of the A5/M54 strategic road network (identified as a Strategic Growth Corridor) and the national rail network with railway stations at Shrewsbury, Wellington, Telford and the proposed new Parkway Station at Preston.

Both towns are key service centres providing significant employment opportunities and community facilities when compared with other areas in Shropshire.

Based on the Garden City Principles and our review of the spatial portrait of Shropshire, the Central Spatial Zone offers the most opportunities for new strategic development in that it:

- Is in an area close to the 'host' or 'parent' town in the County. This includes proximity to both Shrewsbury and Telford;
- In turn this means it is close to the greatest proportion of major community facilities in the County;
- It is close to key transport infrastructure in the form of the strategic road network (A5 and M54) and mainline stations at Shrewsbury, Wellington, Telford and the proposed new Parkway Station at Preston;

- Is close to the greatest quantum and range of employment opportunities across a number of sectors;
- It has the greatest potential for reducing levels of out-commuting and retention of skills within the County; and
- It is not overly constrained by either the Shropshire Hills AONB or the Green Belt when compared with the East and South Spatial Zones.

This part of Shropshire also benefits from higher land values where new development is more economically viable (and therefore more likely to be delivered).

How is it best suited to meet Shropshire's economic aspirations?

Development in this part of Shropshire provides the opportunity for the Council to meet the 'step change' in Shropshire's Economy as outlined in the Economic Growth Strategy for Shropshire (2017-2021) by focusing development in a central location which will assist in:

- **Reducing levels of out-commuting:** by focusing development in an area with good links and proximity to the sub-regional centre of Shrewsbury and to Telford. Other parts of the County, such as the North East, East and North West Spatial Zones would lead to an increase in out-commuting to the North West and West Midlands conurbations;
- **Retaining employment and skills locally:** through providing new homes and employment opportunities within the heart of Shropshire;
- **Increase productivity:** through providing new employment opportunities and community facilities in an accessible location; and
- **Address housing affordability issues:** through the delivery of new market and affordable homes in an area with strong land values, strong developer interest and in an area without the need for significant new infrastructure or land remediation costs which can impact on the economic viability of delivering policy compliant levels of affordable homes.

By focusing new development and employment opportunities within the heart of Shropshire, on a site embedded in the rural economy and community, the Council is also more likely to realise the Economic Growth Strategy's focus on delivering growth in the six growth sectors of:

- Advanced manufacturing including engineering, agri-food and agri-tech;
- Food and drink processing;
- Health and social care;
- Visitor economy (and heritage based businesses);
- Environmental science and technologies; and
- Creative and digital industries.

There is a focus on meeting the needs of growing small to medium sized businesses in the County to support these sectors.

The type and location of the floorspace required to meet the needs of such sectors are distinct from other forms of employment such as large scale manufacturing and distribution.

Technology and business parks are typically provided in master planned areas with high-quality landscaped grounds, high-quality architecture and a wide range of types of floorspace and uses where different companies can interact or congregate. They are more complementary in design and scale to residential uses. They are usually an inclusive and can foster interaction between businesses to generate a hive of activity across a broad number of sectors. They are also less reliant on being located on or immediately adjacent to the strategic road network.

Large scale manufacturing and distribution parks on the other hand are more industrial in nature, monotonous in design, inward looking and larger in scale and less compatible with adjoining residential communities. They are also more limited in the types of sectors that can be attracted to such locations. To attract occupiers, they usually must have excellent access to the strategic road network. In this case, the rural location and physical links to the rural economy provide a unique opportunity to drive this key sector and provide a range of high value jobs and support existing businesses.

The identification of strategic employment land adjacent to motorway junctions (such as Junction 4 of the M54) will lead to the delivery of 'big shed' distribution parks with low density and lower paid employment opportunities. Due to the proximity of the strategic road network, land values will increase significantly which will price out small to medium sized and local businesses which in turn will impact on the Council's focus of delivering growth in the six sectors outlined in its Economic Growth Strategy.

For Shropshire to meet its economic growth aspirations, the location of new strategic development will be a key factor in attracting the type of inward investment in the sectors it wishes to grow.

The fact that the Central Spatial Zone is home to a significant proportion of the total population of Shropshire (more than a quarter) and is close to the large urban centre and population of Telford means that there is a readily available workforce in the locale will also be an important factor in determining where new employment opportunities should be directed.

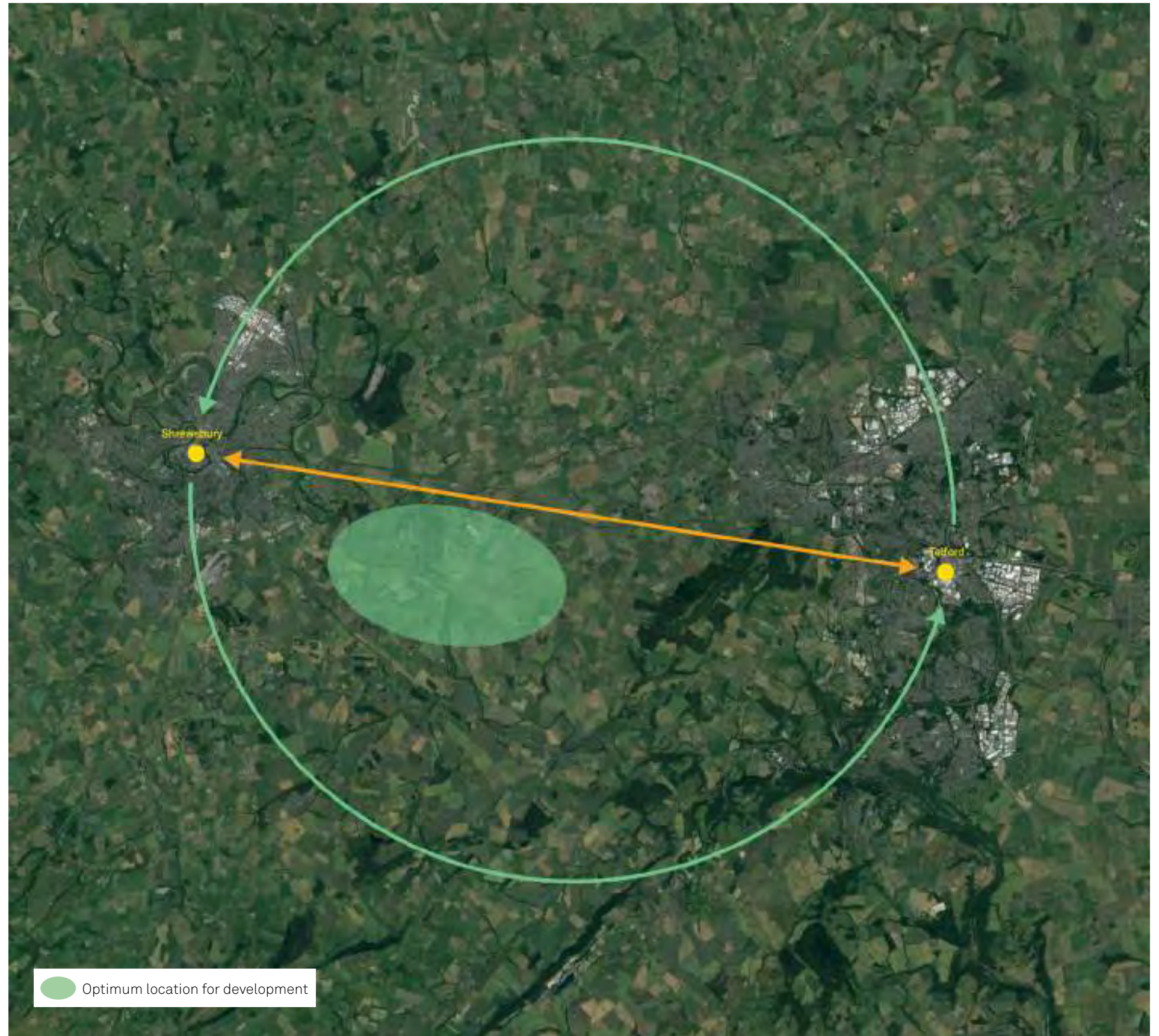
Location Rationale

Optimum location for development

Within the Central Spatial Zone, we consider that the optimum location for new development lies within the area identified on the plan below.

This area lies equidistant between the main towns of Shrewsbury and Telford and close to the A5/M54 strategic growth corridor. It lies in relative proximity to the proposed new Parkway Station at Preston and is commutable to railway stations in Shrewsbury, Wellington and Telford. Through the provision of a new settlement in this location, supported by new employment opportunities, there is a significant opportunity to provide new and enhanced public transport connectivity to the main settlements and railway stations in the area.

The area is also relative unconstrained, falling outside of both the AONB and the Green Belt, and through careful and considerate design, a scheme can be provided that not only preserves but also enhances local environmental, heritage and cultural assets.



Raby Estate's Opportunity

The Raby Estate is centrally located in Shropshire and is situated between Shrewsbury and Telford to the south of the A5 and covers a significant portion of the area which we consider to be the optimum location for a new settlement in the Central Spatial Zone.

The Estate encompasses the summit and greater part of the Wrekin and extends from the A5 in the north, the Wrekin in the east, Cressage and its rural surrounds towards Kenley in the south and the River Seven in the west. Raby Estate covers the Wroxeter and Uppington Parish, Cressage Parish and Kenley Parish Parts of Uppington, Rushton, Eyton, Drton, Cressage and Kenley settlements are all under the stewardship of the Raby Estate.

The Raby Estate recognises the growth aspirations of Shropshire and is willing to work with the Council in developing a proposal for a new settlement within its ownership.

A review of the Estate's constraints has been undertaken in order to identify the most suitable area for new development.

Due to the Estate's size, it encompasses a number of locally significant assets. The Wrekin is located in the east of the Estate and lies within the north eastern tip of the Shropshire Hills Area of Outstanding Natural Beauty (AONB) which then extends down the eastern boundary of the Estate and a large portion of the southern half of Shropshire.

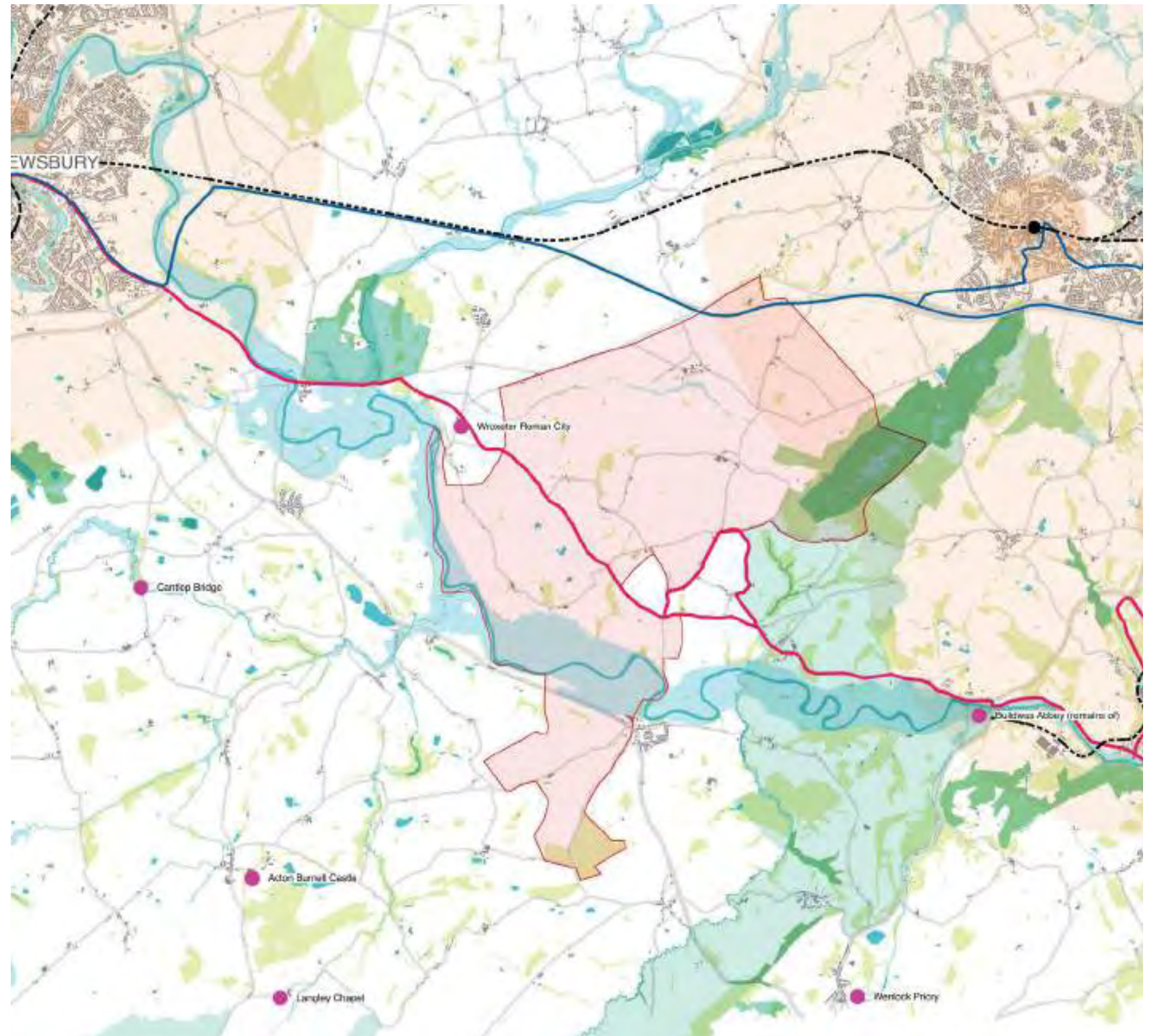
The River Seven runs through the southern half of the Estate with the area immediately surrounding it falling within Flood Zones 2 and 3.

The southernmost point of the Estate, south of the village of Cressage, includes a significant amount of woodland.

However, there is a significant amount of land that is relatively unconstrained which lies to the south of the B5061 which can be made available for new development.

A plan which identifies the Estate's ownership against the context of the above constraints is provided below.

Include the plan below but with the legend included (from the Urbed document)



Site Selection

URBED were commissioned by the Raby Estate to explore the potential for the development of a new settlement of approximately 3,500 homes, employment land and supporting services and facilities on land within its ownership on the estate.

This scale of development is required as development in this location (as with the other strategic options identified by the Council) would need to be of sufficient scale to fund sustainable transport improvement such as bus rapid transit and other measures to provide a sustainable form of development.

URBED's starting point was to feed the figure of approximately 3,500 homes into a "Land Use Budget" spreadsheet, which assists in identifying how much land would be required to deliver the homes and employment land required.

URBED then undertook a site visit to explore the options for development across the wider Estate with the focus on the areas to the south of the A5 within an area of least constraint.

These options considered sites for approximately 2,000 homes, but also sites which can be scaled up to accommodate greater levels of development if required.

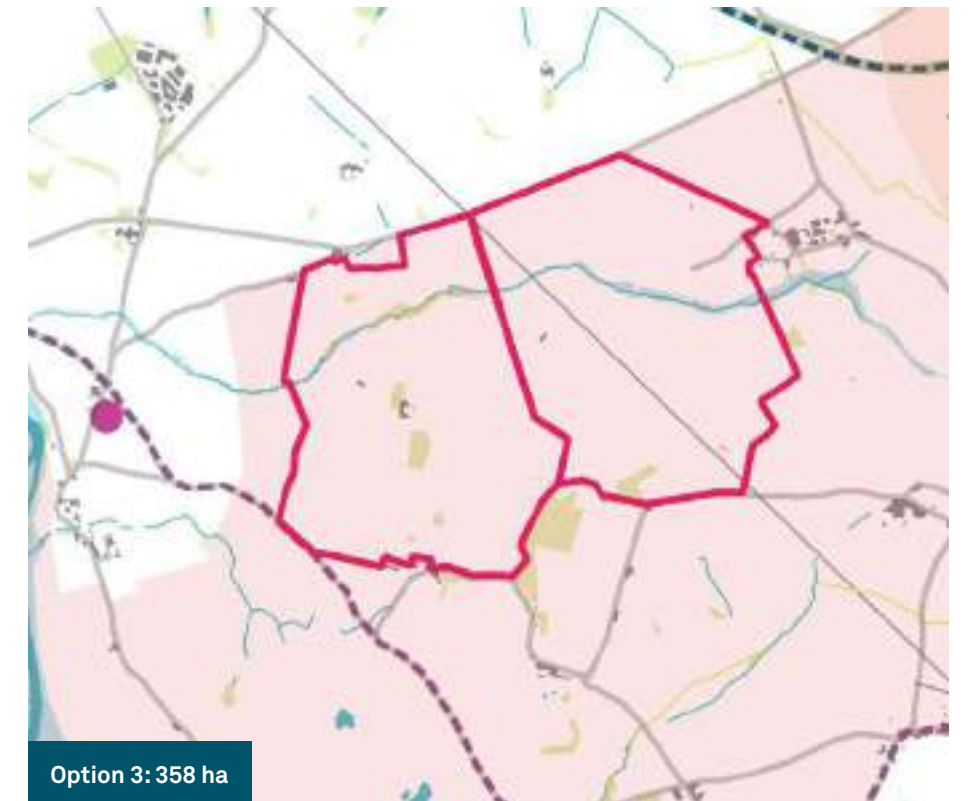
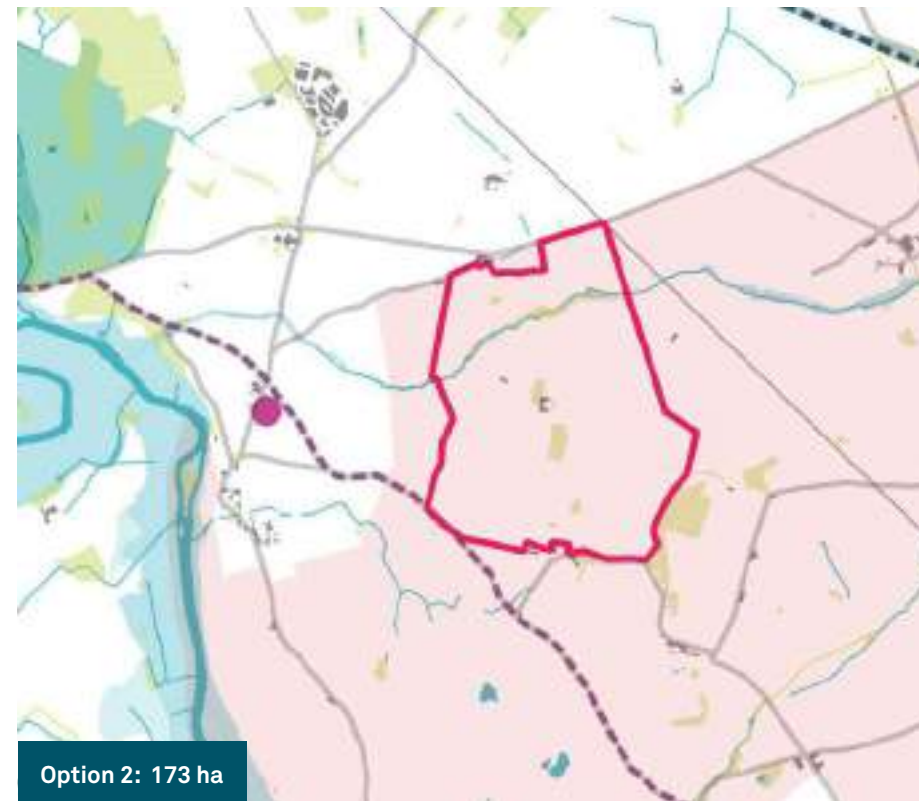
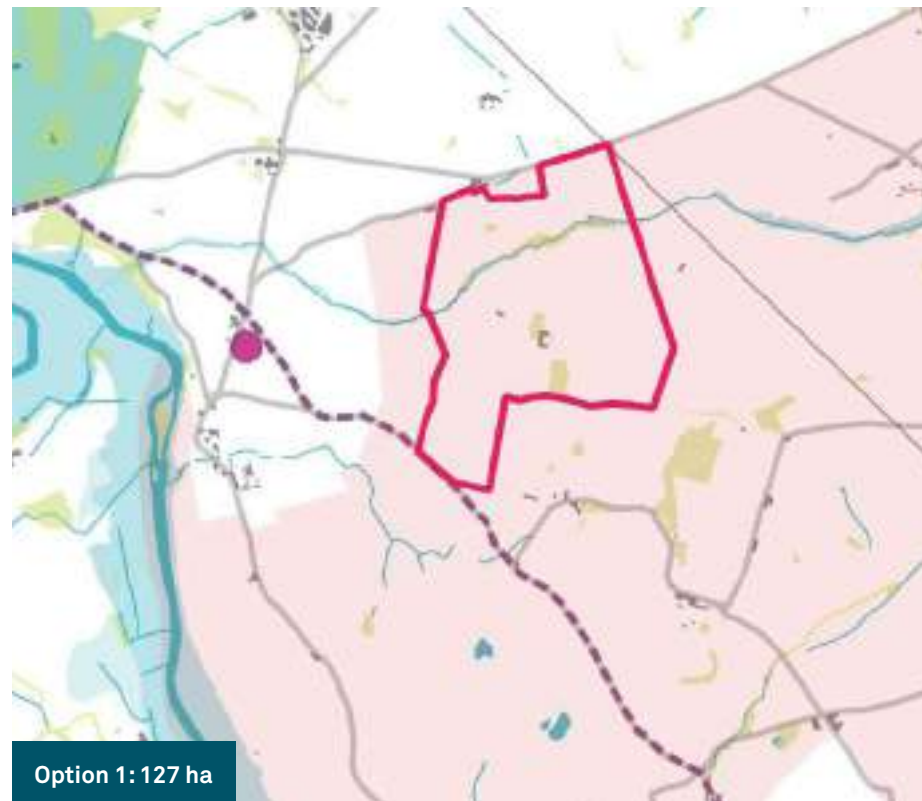
Based on URBED's Wolfson prize winning proposal which is built on Garden City Principles, larger scale developments allow for more 'confident bites' that allow real, strategic places to be created, with public transport and community infrastructure funded by the development. This subsequently assists in providing more sustainable options.

The Raby Estate, like a lot of Shropshire, is visible from the Wrekin in its entirety.

Therefore, site selection has been dictated by the most logical location for development, rather than the least visible.

From the review of constraints and the Estate visit, it became evident that the least constrained and most logical part of the site for new development was located on the north western part of the site which is bound by the Roman Road (B5061). This focused on an area known as Beslow Farm and adjoining fields.

Following the review of options, Option 3 was considered to be the most appropriate for a proposed new settlement.



The Beslow Farm Site

The Beslow Farm site extends to 358 ha (885 acres). The site comprises adjoining parcels of land which are predominately used for agricultural and farming purposes. The site is farmed by the Raby Estate and is not subject to any agricultural tenancies.

The site is located 10km to the east of Shrewsbury and 12km to the west of Telford. The site abuts Roman Road (B5061) and the Horseshoe Inn to the north, with open agricultural fields to the east and west. To the south, the site boundary abuts the B4380 and the hamlet of Donnington.

The site is not in the Green Belt and is not located in the Shropshire Hills AONB. It is relatively free of constraints that cannot be managed through high-quality design and a considerate design.

The site also includes a limited range of agricultural buildings on an area of hardstanding in the centre of the farm. This includes a mixture of modern agricultural buildings that are in use, and traditional agricultural buildings that are not in use.

All the site and the existing buildings are under the single ownership of the Raby Estate.

Existing accessibility

Existing opportunities for sustainable travel include local bus services that route at the periphery of the site. There are further bus services operating in the local area that, although not routed at the periphery of the sites, could be adapted to service a proposed new settlement in this location.

Bus service 19/19A is routed along the B4380 which abuts the site's southern boundary and provides a direct service to Shrewsbury Bus Station and Telford Bus Station. From either bus station, Shrewsbury Railway Station and Telford Railway Station is accessible within a reasonable walking distance.

The site is also a short drive away from the proposed Parkway Station at Preston which, when built, will provide rail access into Shrewsbury, Telford and other destinations across the West Midlands and to the North West.

The accessibility of the site and the opportunities for enhancing connectivity in the local area is considered in Section 15 of this document and supported by a Transport and Accessibility Appraisal prepared by Mode which is provided at Appendix 1.

Heritage

The site is not located within or adjacent to a conservation area and there are no listed buildings on the site.

Whilst Wroxeter Roman settlement, a scheduled ancient monument (SAM), is located to the west of the site. The setting of the monument (as defined by Historic England) lies more than 300 metres from the site's western boundary and will not be adversely affected by development in this location. This is supported by the landscape and visual impact assessment work which has been undertaken by Allan Moss Associates which is considered further in Section 16 of this document and supported by the Landscape and Visual Assessment provided at Appendix 2.

There are no listed buildings within 100 metres of the development site (the closest listed buildings are the Horse Shoe Inn (Grade II) to the north of the site and Donnington House (Grade II) to the south).

Ecology

The site covers approximately 110 ha of mostly arable land of low ecological value.

The site has no ecological designations and there are no sites of ecological importance adjacent or near the site.

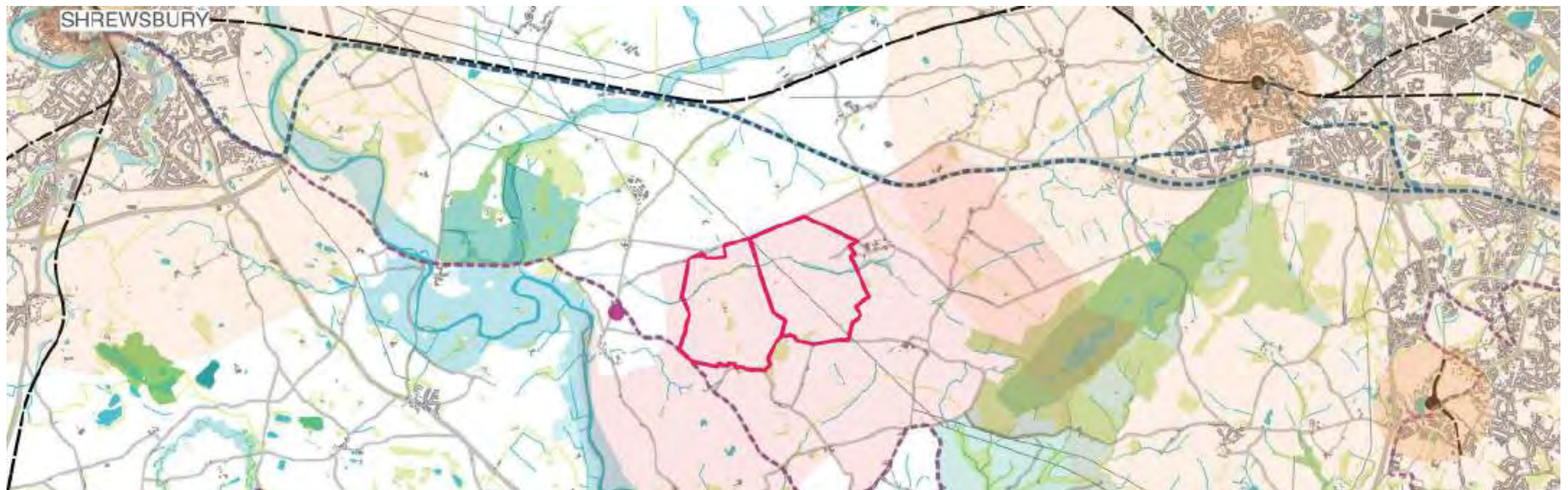
An Ecological Constraints and Opportunities Appraisal has been prepared by Greenscape Environmental and is provided at Appendix 3.

Trees

There are no Tree Preservation Orders on the site. The existing trees and hedgerows would be retained where possible as part of the development.

Flood risk

Much of the site lies within Flood Zone 1 and is at low risk of flooding. Bell Brook passes through the northern section of the site and this falls within Flood Zones 2 and 3, albeit the area of flood risk is tightly bound to the alignment of the brook.



Sustainability Appraisal

The strategic sites Sustainability Appraisal (SA) was undertaken for all sites in Shropshire that are individually larger than 25ha. It evaluated them for both housing and employment uses.

The majority of the information used for the SA was derived from the Strategic Land Availability Assessment (SLAA). The SLAA is a technical assessment of the suitability, availability and achievability (including viability) of land for development. However, where other more detailed or more relevant evidence base information was available, it was used instead of the SLAA. Information for those sites promoted after the base date for the 2018 SLAA (and therefore not included in the published document) was collected using the same methodology as the published SLAA.

Detailed information on landscape sensitivity was obtained from the Shropshire Landscape and Visual Sensitivity Study (LVSS) and accessibility information was supplemented by a separate GIS based exercise.

The site SA process uses a Good, Fair or Poor rating system. Sites rated as Poor are considered to have likely significant adverse effects for which mitigation measures should be proposed. The table below shows the ratings for the strategic sites being consulted on.

SA rating for strategic sites – housing

| Site | SA Score | Rating |
|--|----------|--------|
| BNT002 (Tern Hill Barracks) | -14 | Fair |
| IRN001 (former Ironbridge power station) | -20 | Poor |
| P26 amended (Junction 3 of the M54) | -19 | Poor |
| P28 & parts of P30 & P40 (RAF Cosford) | -13 | Fair |

The above table shows that none of the potential strategic site options score positively in the SA. However, one of the proposed strategic sites (IRN001 the former Ironbridge power station) is rated as Poor for both housing and employment development.

Sustainability Appraisal of land at Beslow Farm

In order to demonstrate the suitability of the proposal at Beslow Farm, we have undertaken an assessment of the site using the Council's SA methodology and scoring criteria.

Our full assessment of the site, which is provided alongside the Council's own assessment of the strategic site options, is provided at Appendix 4.

Based on the SA's scoring criteria, we consider the site scores -10 and can be rated as Fair.

A comparison of the site's score alongside the strategic sites identified by the Council is set out in the table below.

| Site | SA Score | Rating |
|--|----------|--------|
| Land at Beslow Farm, Raby Estate | -10 | Fair |
| P28 & parts of P30 & P40 (RAF Cosford) | -13 | Fair |
| BNT002 (Tern Hill Barracks) | -14 | Fair |
| P26 amended (Junction 3 of the M54) | -19 | Poor |
| IRN001 (former Ironbridge power station) | -20 | Poor |

As the table above shows, the land at Beslow Farm scores more favourably in sustainability terms than the other strategic sites identified by the Council.

The site scored a -10 based on:

- Is not within easy walking distance of most community services and amenities (although it could be following development);
- Is on grades 2 and 3 agricultural land (best and most versatile);
- Parts of the site are potentially within Groundwater Source Protection Zones 1, 2 and 3 (although this yet to be confirmed); and
- The access to the site crosses the Bell Brook which is in Flood Zone 2 and 3 (although the area of land proposed for development lies entirely within Flood Zone 1 and is not at risk of flooding).

Whilst Wroxeter Roman settlement is located to the west of the site, it lies more than 300 metres from the site boundary and there are no listed buildings within 100 metres of the development site (the closest listed buildings are the Horse Shoe Inn (Grade II) to the north of the site and Donnington House (Grade II) to the south.

Adopting a similar approach to the SA, in order to mitigate the impacts of the above, the following could be provided as part of the proposed scheme:

- The provision of community facilities and amenities within walking distance of new development;
- The provision of an extensive multifunctional green and blue infrastructure network which links to the wider countryside;
- The exclusion from development or the use of design standards to avoid an adverse effect on groundwater source protection zones 1,2 and 3 subject to advice from the Environment Agency;
- The exclusion from development of those parts of the site in Flood Zones 2 and 3; and
- A comprehensive Heritage Assessment to determine the effects of development on the designated heritage assets both within the site and nearby. This will then guide the conservation and enhancement of these features in line with the requirements of the National Planning Policy Framework and Local Plan policy.

Garden Village Principles

The proposed opportunity for the Beslow Farm site will embody garden village principles.

Like the idea of the Garden City, the garden village concept is not new. Garden villages form an important part of Britain's urban development history.

The original garden villages were based on a strong foundation of industry and employment, with their developers seeking to create well designed, healthy places and affordable homes. Garden villages built today should apply the same principles, but in a 21st century context, to create vibrant, diverse and affordable communities. Without providing the right employment, community facilities and range of housing, new garden villages risk becoming dormitory commuter suburbs – the antithesis of the Garden City idea.

The latest chapter in the garden village story is the result of the government's policy interest in the role of new communities in tackling the nation's housing shortage. Emerging from the Wolfson Economics Prize 2014 (on how best to deliver a new Garden City which is visionary, economically viable and popular), the renewed interest in smaller 'garden community' developments, in the form of garden villages, has become part of a wider government programme of support for garden communities in sizes ranging from 1,500 to 10,000+ homes.

The Raby Estate has instructed the Wolfson Economics Prize winners to develop a concept for a new Garden Village in Shropshire on the Raby Estate which is set out later in this vision document.

The government definition of garden villages

The 2016 Locally-Led Garden Villages, Towns and Cities prospectus suggests that local authorities should decide themselves how to define what a garden village is:

'We do not consider that there is a single template for a garden village, town or city. It will be important for the new community to establish a clear and distinct sense of identity. We want to see local areas adopt innovative approaches and solutions to creating great places, rather than following a set of rules.'

But it also encourages local authorities to be ambitious:

'Equally, we are clear that this prospectus is not looking to support places which merely use 'garden' as a convenient label. Rather, we will support local areas that embed key garden city principles to develop communities that stand out from the ordinary. We do not want to impose a set of development principles on local areas and will support local areas in developing their own vision for their communities. But, we will want to see evidence of attractive, well-designed places with local support.'

The Town and County Planning Association definition

The TCPA defines a garden village as a new community that is designed, delivered and managed in accordance with the Garden City principles, but tailored for a smaller scale than new Garden Cities (which are likely to be more than 10,000 homes in size).

New garden villages may be developed as 'distinct settlements' only where there are sufficient employment and community facilities provided within the development to support the population and where there is an affordable and easily accessible public transport system linking the new garden village with its 'parent' town or city. In addition, identification of new garden villages should be undertaken through a plan-led approach that considers development at a range of scales.

Garden village principles

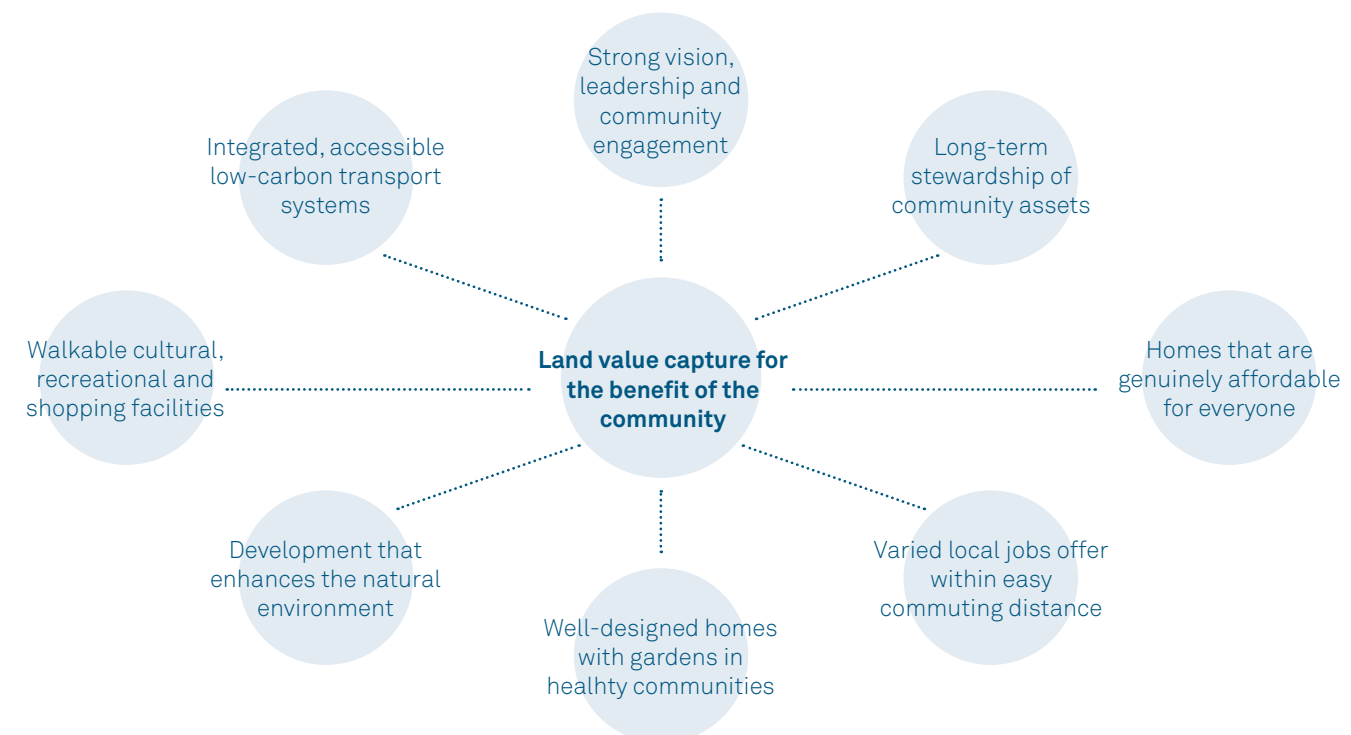
The Town and Country Planning Association (TCPA) has promoted the use of the Garden City principles as a framework for good place-making and the delivery of high-quality places which provide good outcomes for people and the environment and are underpinned by a financial model that pays for these positive outcomes in the long term.

The Garden City principles are not a blueprint or rigid set of rules for creating new places. They are simply a framework for good place-making, delivery and management, within which innovation and imagination should be applied to the specific context of individual projects and locations.

A Garden City is a holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities. The Garden City Principles are an indivisible and interlocking framework for their delivery and can be applied to the Garden Village concept on a smaller scale.

The principles include:

- Land value capture for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.



Beslow New Settlement

The vision

The vision for Beslow new settlement is develop a sense of place by building new and renovating current property to nurture a new community for Shropshire providing new working opportunities, homes, including affordable homes, creating spaces for people to visit, learn and exercise to help with the health and wellbeing of people in the county.

The Estate aspires to create an enduring and sustainable new settlement founded on the architectural and planning traditions of Shropshire. The Raby Estate envisage the new settlement to become a model new settlement for the twenty-first century which fosters a vibrant and successful community and puts Shropshire at the forefront of planning for a positive future.

'By 2036, the Beslow new settlement will be established as a thriving and inclusive community, epitomising all that is good about Shropshire but with its own strong and distinctive character, form and identity. Beslow will be known for its emphasis on the environment, quality and innovation and will tackle the challenges presented by climate change 'head-on', providing a model example of how to plan a new community for the 21st century in a logical, organic and sustainable way.

Those who live there will enjoy a healthy, high quality of life, with affordable, attractive and energy efficient homes set within leafy, walkable village neighbourhoods closely integrated with extensive green space including a new countryside park and supported by a range of facilities including schools, community space, leisure and recreation and local shopping opportunities.

Those who work there will be drawn by a broad range of exciting employment and training opportunities with high quality business space in an attractive rural setting, reliable and integrated public transport choices and 'future proofed' infrastructure including digital connectivity to enable and encourage high rates of home and remote working.

Those who visit will experience a strong sense of place, will be able to easily and safely find their way around, enjoy a broad range of different activities and opportunities and leave wanting to return time and time again'.

The reputation of the estate is extremely important, and the current custodians of Raby Estate will respect its heritage and leave a positive legacy for any development completed through long-term ownership and stewardship of the new settlement.

With respect to the wider estate, Raby will continue to look after its soils, air and water to enhance the environment that the community interacts with and lives in. Environmental management is important to the estate and it will constantly look for ways to improve it for future generations. The management of the environment will work in harmony with the agricultural operations on the estate that produce food. The woodlands will be improved and continued to be accessed by many people living in Shropshire and Telford - the focus point being the Wrekin Hill. The Estate will continue to produce sustainable and certified quality timber products.

Benefits of the location

Following a review of the possible options on the wider Estate, the selected site is well placed to deliver a new settlement and has substantial benefits above other potential options considered by the Council. These are:

1. It is strategically located within the county, between Shrewsbury and Telford, allowing it to meet county wide needs.
2. The site's location means that growth can be focused in an area which will serve the county rather than in part of the county that will essentially become commuter dormitory for greater Birmingham;
3. It lies outside of the Green Belt and is relatively unconstrained;
4. It is in single ownership, with a responsible owner that takes a long-term view with legacy a driving principle. The site's single ownership will also assist in the deliverability of the site;
5. It is well located for the Parkway station at Preston and has the ability to enhance public transport in the corridor from Shrewsbury to Telford;
6. It can deliver highway improvements beyond mitigation; and
7. It can be brought forward more quickly than other options which are reliant on the availability of land or the need for significant mitigation and site preparatory works.

The site can help deliver the aims and objectives of the Economic Growth Strategy in that it will:

- Be located in an area close to the M54/A5 corridor;
- Provide new employment opportunities within the county, reducing the need for out-commuting and helping retain employment and skills locally;
- Help facilitate the growth of underrepresented sectors such as advanced manufacturing including engineering, agri-food and agri-tech in a location closely linked with agriculture with a landowner who is willing to facilitate growth in this area;
- Help provide links with Wroxeter Roman Settlement and provide enhancements to the Wrekin to support these important visitor attractions;
- Attract significant inward investment through the creation of a new settlement and the provision of employment land; and
- Provide a significant number of new homes (including affordable housing).



Development Concept

Defining the Boundary

URBED's starting point was to set out a developable area based on natural, well defined boundaries. Due to its location, the proposal needs a clear form, setting it within the landscape. URBED have taken inspiration from the nearby Roman City of Wroxeter and explored other examples of developments that present a strong edge to the landscape. Examples include:

Wroxeter, England, 1st AD47



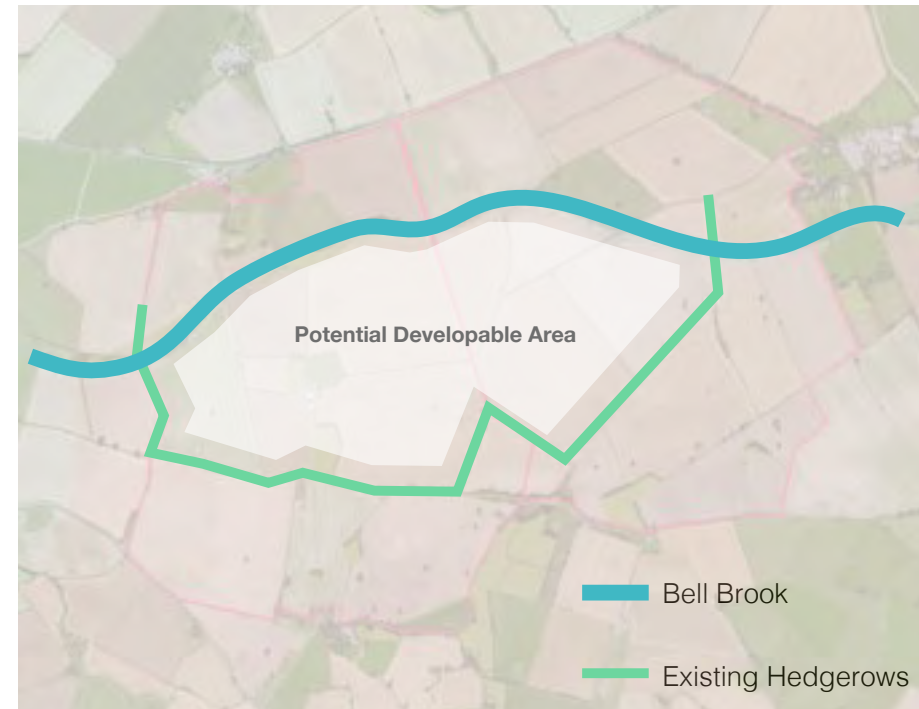
Neuf-Brisach, France, 1698



Haverleij, Netherlands, 2000



Using the existing landscape features such as the Bell Brook and the existing hedgerows, URBED has identified the following boundary for the site.



Development Concept

Development concept

The development concept which sits behind the scheme proposals is outlined below

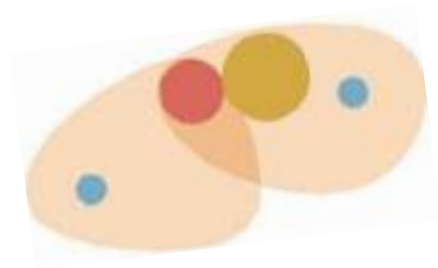
Phase 1

The first phase of development (2,250 houses) would provide a local centre, new school and significant employment in the north eastern corner. This could then form the heart of the settlement when the next phase comes forward.



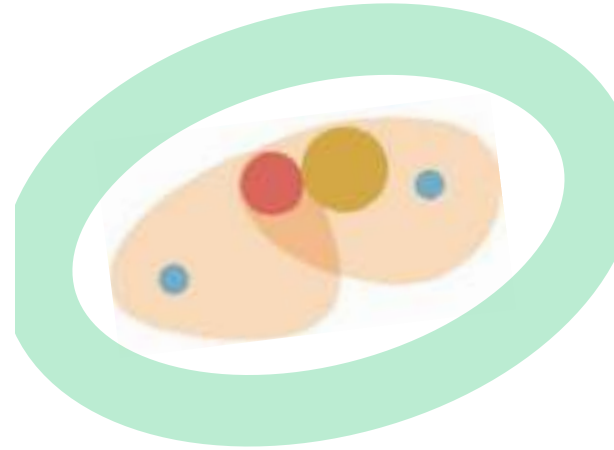
Phase 2

The second phase could provide 1,250 further homes arranged around the same local centre, which has become the heart of the scheme. An additional school could be provided as part of the second phase.

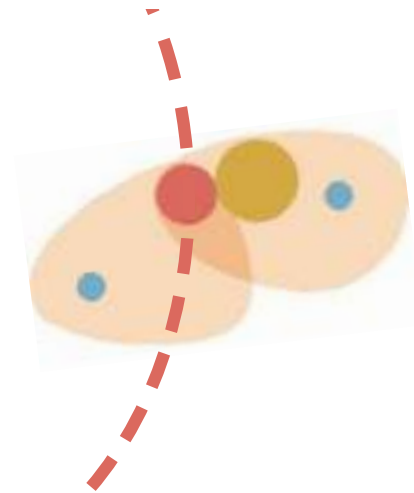


Key components

The entire development could be encircled by accessible public open space in the form of a country park. In URBED's Wolfson Prize winning essay on Garden Cities, they suggested that for every hectare of development, another should be allocated to open space and this principle would be applied here.



For this development to be sustainable it will also be essential to provide public transport connections, linking to surrounding town centres.

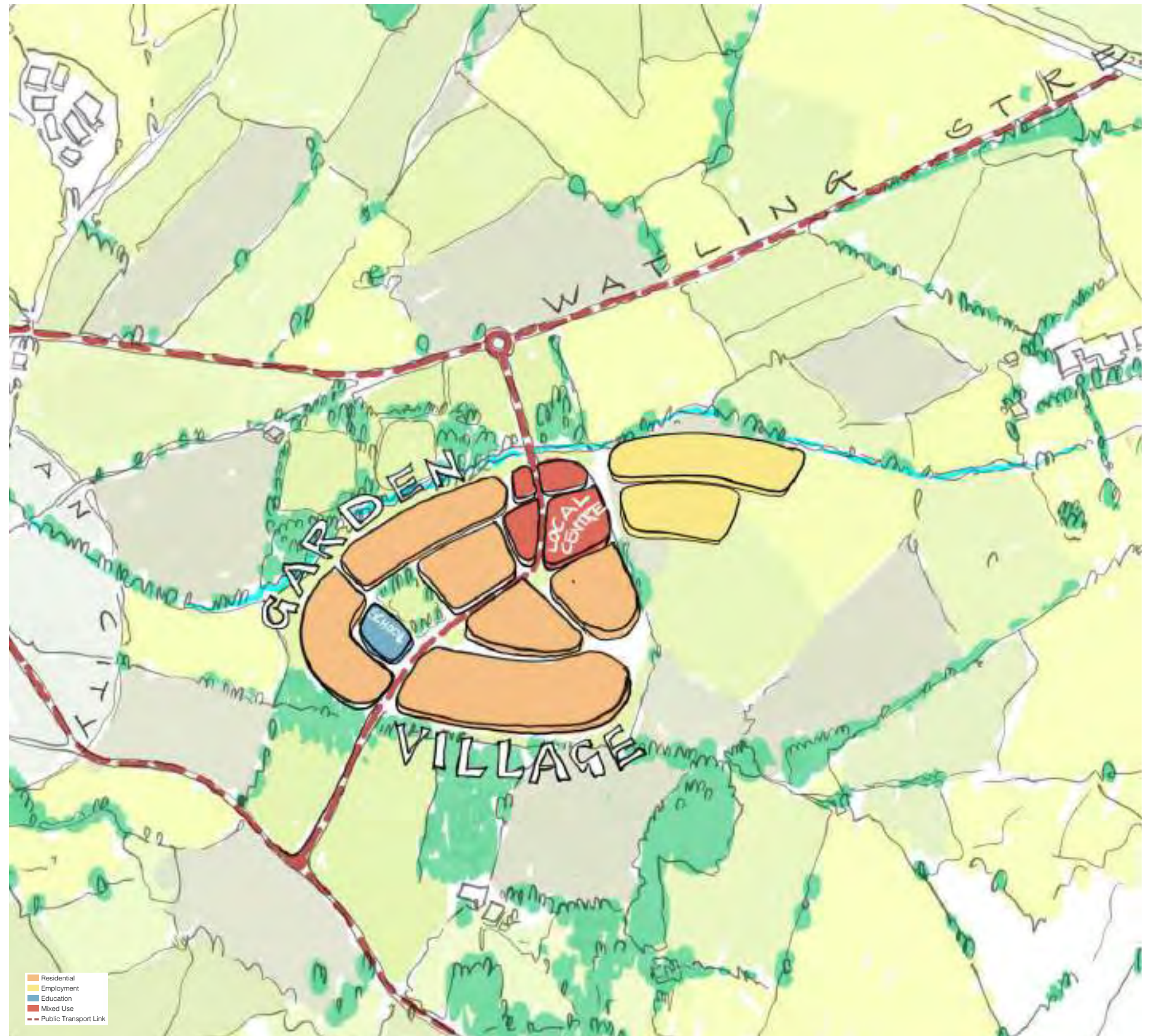


Development Proposal

Indicative proposal

As noted above, the proposed new settlement could be delivered in two phases. The first phase could deliver approximately 2,250 homes, 17ha of employment land, a local centre and a new school.

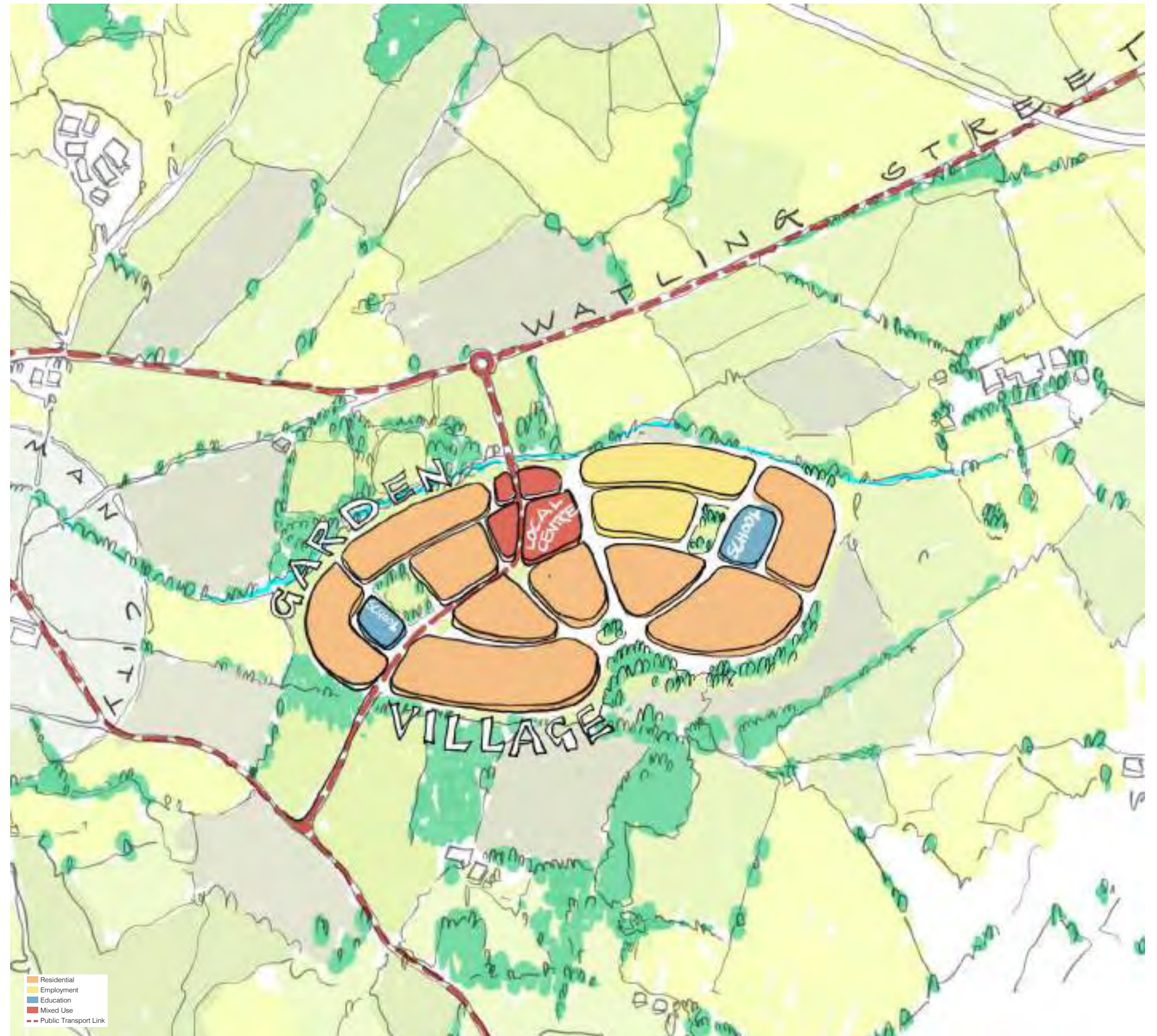
The proposal for phase 1 of the scheme is identified on the indicative masterplan below.



Development Proposal

When required, a second Phase 2 provides an opportunity to expand the scheme and provide a further 1,250 homes and an additional school.

This is outlined in the indicative masterplan below.



Development Proposal

Building on the development concept established in Section 13, URBED has prepared a high-level land-use plan to illustrate how the proposed new settlement could sit within the landscape.

The land-use plan should be treated as highly indicative at this stage and it is envisaged that, should the Council and the local community wish to see these proposals progress, a requirement could be built into the Local Plan Partial Review to prepare an Area Action Plan or a Development Brief for the site in order to work up the design, scale and form of the new settlement in a collaborative manner with all relevant stakeholders.

URBED have considered the proposal against the context of the following key themes:



Clear identity: a distinctive local identity as a new garden community, including at its heart an attractive and functioning centre and public realm.



Sustainable scale: built at a scale which supports the necessary infrastructure to allow the community to function self-sufficiently on a day to day basis, with the capacity for future growth to meet the evolving housing and economic needs of the local area.



Well-designed places: with vibrant mixed use communities that support a range of local employment types and premises, retail opportunities, recreational and community facilities.



Great homes: offer a wide range of high quality, distinctive homes. This includes affordable housing and a mix of tenures for all stages of life.



Transport: integrated, forward looking and accessible transport options that support economic prosperity and wellbeing for residents. This should include promotion of public transport, walking, and cycling so that settlements are easy to navigate, and facilitate simple and sustainable access to jobs, education, and services.



Green space: generous, accessible, and good quality green and blue infrastructure that promotes health, wellbeing, and quality of life, and considers opportunities to deliver environmental gains such as biodiversity net gain and enhancements to natural capital.



Legacy and stewardship: arrangements to be put in place for the care of community assets, infrastructure and public realm, for the benefit of the whole community.



Future proofed: designed to be resilient places that allow for changing demographics, future growth, and the impacts of climate change including flood risk and water availability, with durable landscape and building design planned for generations to come. This should include anticipation of the opportunities presented by technological change such as electric and driverless cars and renewable energy measures.

Achieving high quality design

The new settlement will be characterised by the highest possible standards of design with development that draws on local character and identity but avoids creating an unsatisfactory 'pastiche'.

If the proposal is taken forward by the Council, a comprehensive design guide will be prepared in collaboration with the Council and local community to guide and inform the planning and design of new development on the site. This will require new development to respect the historic, architectural and landscape character of the locality, contribute to local distinctiveness and, where possible, enhance the character and quality of the surroundings.

The design of the development will:

- Demonstrate high quality, inclusive and sustainable design;
- Not harm the use or enjoyment of land and buildings nearby;
- Demonstrate resilience to future climate change;
- Conserve or enhance areas, buildings and features of historic, architectural and environmental significance; and
- Enhance local green infrastructure and biodiversity.

Building on these principles, we propose to work with key stakeholders to agree the most appropriate approach to securing suitably high and innovative standards of design at the new settlement.

The overall aim will be to create an award winning and celebrated design that Shropshire can be proud of.

Meeting current and future housing needs

The Beslow new settlement has the potential to deliver 2,250 new homes in the first phase with a potential further 1,250 homes as part of a second phase when required bringing the total to 3,500 homes. Of these homes, a significant proportion that exceeds current policy compliant levels of affordable housing could be provided.

Boosting the supply of new homes is a key component of national and local policy and the proposal provides the opportunity to ensure that the right type and mix of homes are provided to meet identified needs.

To create a successful and sustainable new community, a good balanced mix of different housing opportunities ranging from 1 and 2-bed properties suitable for smaller households and downsizers to larger 3 and 4+ bed properties for larger households including families could be provided.

The site can also provide suitable housing to meet specifically identified needs such as the needs of older people, people with disabilities, local employers and those looking to build their own home.

Enterprise, innovation and productivity

The proposed new settlement falls within touching distance of the A5/M54 strategic growth corridor and an economically important part of the County.

The Economic Growth Strategy for Shropshire (2017-2021) sets out Shropshire Council's commitment and ambition to grow the economy of the County. The strategy identifies the need for a 'step change' in Shropshire's economy to:

- Reduce levels of out-commuting;
- Retain employment and skills locally;
- Increase productivity; and
- Address housing affordability issues.

To deliver against its vision, the Council has identified six priority actions. These are to:

1. Target actions and resources where there are economic opportunities;
2. Enable businesses to start, grow and succeed;
3. Deliver infrastructure to support growth;
4. Meet skills needs of businesses and people's aspirations for work;
5. Promote Shropshire to investors; and
6. Build its reputation as a Council that is 'good to do business with'.

The proposed site offers an exciting opportunity to meet these objectives. Garden village principles include the provision of a wide range of local jobs within easy commuting distance of homes. To this end, approximately 17 ha of employment has been identified in the land-use plan for employment purposes. However, this is not fixed, and the Raby Estate are flexible in the amount of land that can be made available for employment purposes and would work with the Council and the local business community in identifying a suitable level and form of employment land that best suits the needs of Shropshire.

The proposals aim to avoid being a standard development that could be found anywhere and will instead look to push the boundaries in terms of what a truly sustainable new settlement built for the 21st century should be looking to achieve in respect of enterprise, innovation and productivity.

The proposal is ideally positioned to realise the potential of creating a significant amount of new business land in the form of a 'campus-style' science/technology park to cater for the needs of small to medium sized businesses and assist in meeting the needs of the growth sectors identified in the Economic Growth Strategy, namely:

- Advanced manufacturing including engineering, agri-food and agri-tech;
- Food and drink processing;
- Health and social care;
- Visitor economy (and heritage based businesses);
- Environmental science and technologies; and
- Creative and digital industries.

Development Proposal

Transport, movement and connectivity

Vehicular access to the site will be provided via a new spine road leading from the B5061 to the north of the site, which would then lead through the heart of the proposed development and join the B4380 to the south west of the site.

A key issue associated with proposals of this scale is the potential impact that the new settlement will have on the local transport network, in particular the B5061, B4380 and surrounding routes.

Clearly, development of the scale proposed will create additional traffic, the impact of which will need to be managed and mitigated. Various factors including the amount, type and mix of development, the level of parking provided and the availability of opportunities for public transport and active travel will all affect the number of additional trips being made to and from the site.

This will need to be considered through appropriate transport modelling and assessment as the proposals are worked up in more detail but the overall transport strategy for the new settlement will seek to reduce the overall need to travel and in particular reduces the need to travel by car, by making public transport and active travel the more attractive, convenient and healthier alternatives. This is consistent with established garden village principles.

The site is well-placed to achieve this being equidistant between Shrewsbury and Telford and links can be provided to railway stations in both locations along with new links to the proposed Parkway Station at Preston when delivered. Existing bus routes can be diverted and enhanced to offer improvements to bus services in the local area to meet current and future needs of residents.

The proposed site and its local environs also enjoy a comprehensive network of public rights of way including into surrounding villages as well as into the open. New and improved linkages will enable and encourage people to use active forms of travel, particularly for short journeys where the car might otherwise be used.

It is also important that we think long-term. Transport habits are already rapidly changing through increased use of technology such as electric vehicles, alternative fuels such as hydrogen, real-time information and the use of smart technology ranging from app-based services on demand to driverless vehicles. As the new settlement is a long-term project, the design, development and delivery of the scheme should be suitably 'future-proofed' so that it is able to adapt and 'flex' as trends and technologies evolve.

Section 15 outlines the transport and highways considerations of the scheme in further detail.

Provision of supporting infrastructure

It is essential that the development and delivery of the new settlement is supported by appropriate investment in, and timely provision of, new and improved infrastructure in order to achieve a healthy, vibrant and sociable community. The term 'infrastructure' covers a wide range of services and facilities including roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities, and open spaces.

A key benefit of the proposal is that it will utilise existing road infrastructure in the area in that it will link to existing routes through provision of an internal road network within the site, therefore limiting the need for significant new road infrastructure to be delivered. There will need for wider highway improvements and mitigation as there would be for any proposal of this scale.

The provision of development of this scale can provide the necessary funding required to provide new and enhance existing infrastructure in the local area.

The proposal would include the essential supporting transport infrastructure such as:

- The provision of appropriate public transport (services and infrastructure) serving the site and the wider area;
- The provision of up to two primary schools on site together with financial contributions towards secondary school capacity as appropriate;
- Provision of a comprehensive network for pedestrians and cyclists with good connectivity provided to the proposed new Parkway Station at Preston and the adjoining areas;
- Biodiversity enhancements including arrangements for future maintenance;
- Open space and green infrastructure networks;
- Appropriate measures to mitigate flood risk including the use of sustainable drainage methods; and
- Connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements

Green Infrastructure

Green Infrastructure covers a broad network of green spaces and features such as nature reserves, designated sites, recreational grounds, parks and open spaces, public rights of way, allotments, cemeteries and many other green areas such as woodlands and even street trees.

Green infrastructure is defined within the NPPF as a network of multi-functional green space in both urban and rural settings and it fulfils a wide variety of environmental, social and economic functions.

Green infrastructure is highly relevant to the Garden Village principles, in particular 'development that enhances the natural environment, providing comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy positive technology to ensure climate resilience'.

URBED's Wolfson Prize winning 'Garden Village' concept offers the potential for generous areas of open space within and around the settlement (in the form of a country park) with 1ha of open space to match every hectare of built development. There would therefore be opportunities for extensive tree and woodland planting as well as open areas to soften the development as a whole and help to integrate it with its surroundings.

Development will be designed to retain mature hedgerows and trees, and woodland creation would be incorporated into the settlement to increase habitat diversity and provide appropriate screening in more sensitive locations.

Accessible open space would be provided throughout the development through the provision of green corridors, event space, sports pitches and growing space.

Effective SuDS will be an essential part of the scheme to manage surface water runoff and there is the potential to create a network of water bodies/courses to support habitats and make the development more resilient to climate change.

There is also the opportunity to conserve and reflect the most historic parts of the site (ie those closest to Wroxeter and listed buildings to the north and south of the site through the master planning process and to draw on the history character of Wroxeter as well as the wider area.

Through the incorporation of these into the masterplan for the new settlement, green infrastructure will play a key role in shaping a settlement that reflects Garden Village principles and that is distinctive and rooted in the environment of Shropshire.

Development Proposal

Heritage Assets

National planning policy highlights the importance of conserving and enhancing our historic environment (NPPF Section 16). An important component of sustainable development is development which avoids/minimises effects to the significance of heritage assets.

An understanding of a site's history and heritage assets provides opportunities to acknowledge and respect these features within development proposals. In order to better understand the historic environment of the area and to inform the future master planning of the new settlement, consultants will be commissioned to undertake a strategic historic environment assessment of this site. This would look to provide evidence on:

- The significance of heritage assets within the site, and those with the potential to experience effects as a consequence of setting change;
- The risk of harm to heritage assets from development on site; and,
- Identify options that may be available to avoid or minimise adverse effects and deliver enhancement.

There are a number of known heritage and cultural assets within the wider area. These include Wroxeter Roman settlement, a scheduled ancient monument (SAM), which is located approximately 400m to the west of the site boundary. There are also two listed buildings outside of the site boundary. These include the Horse Shoe Inn (Grade II) to the north of the site and Donnington House (Grade II) to the south.

To avoid harm to these assets, the listed buildings and their spatial relationship will be retained along with other key elements of their setting that relate to their heritage significance (e.g. the immediately surrounding agricultural land and the network of pathways). Given that no development is proposed within the vicinity of the listed buildings, very little meaningful setting change is anticipated in relation to these designated assets.

In terms of Wroxeter, the proposal sits comfortably outside of the designation and setting of the scheduled ancient monument area. In addition, the supporting Landscape Report identifies that there is limited visual connection between the site and the heritage asset. Where views are apparent, additional landscaping can be provided to protect views to and from the site.

Due to the site's proximity to the monument, there is the potential for further discovery of archaeological artefacts in the area. In the event of development, a programme of archaeological work will therefore be needed to further evaluate the significance of the area and inform a mitigation strategy. This is likely to include the monitoring of geotechnical works, geophysical survey and trial trenching.

At this stage, as there are no detailed proposals for the site. Detailed assessments will need to be undertaken as part of any subsequent site promotion work, planning applications and, if necessary, accompanying Environmental Impact Assessment.

Flood Risk

While the vast majority of the site is classed as being at low risk of flooding, there are small areas immediately the north of the development area along the Bell Brook that fall within Flood Zones 2 and 3. However, no development is planned within this area.

To avoid negative cumulative impacts of development on flood risk within the site, development will seek to achieve a reduction in greenfield runoff rates.

A detailed flood risk assessment will assess all sources of flooding, including fluvial, surface water, groundwater and reservoir, mapping of the functional floodplain and the potential increase in fluvial and surface water flood risk due to climate change.

The scheme would include a number of measures for making the site safe from flooding and not increasing flood risk downstream. This would include:

- The sequential design of the site to avoid areas at high flood risk from all sources and preserve safe access and egress;
- The use of best practice Sustainable Drainage Systems (SuDS) design, aiming to reduce runoff rates to greenfield runoff rates or lower;
- Existing surface water flow routes would be accommodated within the masterplan;
- The design of SuDS schemes would take into account the seasonally high groundwater table; and
- The site design would ensure that flows resulting from rainfall in excess of a 1 in 100-year event are managed via exceedance routes that minimise the risks to people and property.

Climate change and resilience

Climate change is high on the agenda and rightly so. Therefore, it is vital to ensure that new development responds accordingly. Mitigating impact on climate change and adapting to it, is a core aspect of national policy, reinforced by the UK Industrial Strategy and subsequent Clean Growth Strategy as well as the Government's recent commitment to achieving 'net zero' greenhouse gases by 2050.

One of the core garden village principles is to use zero-carbon and energy-positive technology to ensure climate resilience.

The proposal will be developed to ensure that the new settlement fully addresses its potential impact on and susceptibility to, climate change. This includes the efficient use of land, energy efficiency, building design and orientation, the use of alternative more sustainable sources of energy, potential energy generation, the adaptability of buildings and measures to address potential increases in flood risk.

Such measures can form an integral part of the proposal and be secured through policy provisions in an Area Action Plan or Development Brief for the site.

Social integration and inclusion

In creating a new settlement, it is essential that those living and working there feel part of a strong, vibrant, connected and inclusive community. The proposal will seek to deliver an environment that achieves good mental health and wellbeing by reducing social isolation and loneliness and encouraging opportunities for social interaction.

It is essential that the social connections, sense of belonging and community spirit that already exists in nearby villages are fostered within the new settlement.

The emphasis will be on 'place-making' and not just developing buildings and spaces but the human interactions within them too.

Long-term maintenance and stewardship

The Raby Estate is committed to ensuring that the new settlement is a place to be proud of and remains so for many years to come. Key to achieving this will be putting in place appropriately robust and transparent maintenance and stewardship arrangements. Stewardship is essentially about ensuring that assets are looked after properly in perpetuity and for the benefit of the community.

Two key areas will be the long-term maintenance of green infrastructure and community facilities.

One of the key challenges of long-term maintenance and stewardship is the ability to support the management and operation of assets through consistent revenue streams.

There are various examples of stewardship bodies/arrangements including management companies, community land trusts, development trusts, community interest companies, industrial and provident societies, co-operative societies, housing associations/ registered social landlords, energy service companies and multi-utility companies.

Drawing on examples from elsewhere, a number of potential options are currently being considered for the new settlement. This includes the potential for a new trust, charity or other organisation to be formed and led by the Raby Estate to lead the long-term maintenance and stewardship of community assets.

Development Proposal

Development summary

A summary of the proposed development is provided in the table below:

| | Phase 1 | Phase 2 | Total |
|---------------------------------|------------------|------------------|------------------|
| Site Area | 190ha | 80ha | 262ha |
| Developable Area (%) | 50% (90ha) | 50% (40ha) | 50% (131ha) |
| Infrastructure / open space (%) | 50% (95ha) | 50% (40ha) | 50% (131ha) |
| Number of homes | 2,250 | 1,250 | 3,500 |
| Employment land (ha) | 17ha | 0ha | 17ha |
| Uses | | | |
| Housing (%) | 64% | 85% | 75% |
| Employment (%) | 18% | 0% | 9% |
| Mixed-use (%) | 12% | 0% | 6% |
| Education and community (%) | 6% | 15% | 10% |
| Densities | | | |
| Medium density (40dph) (%) | 80% | 80% | 80% |
| Low Density (25dph) (%) | 20% | 20% | 20% |
| Facilities | | | |
| Primary school | 1 | 1 | 2 |
| Other community uses | To be determined | To be determined | To be determined |

Transport and Accessibility

Mode Transport Planning ('Mode') has been appointed by Raby Estate to prepare a Highways and Transport Strategy for the Beslow New Settlement opportunity. A copy of Mode's report is provided at **Appendix 1**.

To further inform the Transport and Highways Strategy, Mode has met with the strategic highway authority, Highways England (HE).

This strategy considers the transport opportunities provided by the proposed development at this location, including access by sustainable modes and vehicular access junction arrangements. It also determines the level of traffic expected to be generated by the proposed development and impact on the surrounding highway network.

Local highway network

The Site is bounded by the local highway network to the north and south. At the northern boundary, to either side of the Horseshoe Inn, the Site abuts Roman Road (B5061) and an unnamed minor road. The southern site boundary abuts the B4380 and an unnamed road that routes through Donnington.

To the west, the A5 is accessible via a 7km route on the B5061 and B4380, leading to the Emstrey Island signalised roundabout. The A5 forms part of Highway England's Strategic Road Network providing a high capacity link to the wider Strategic Road Network.

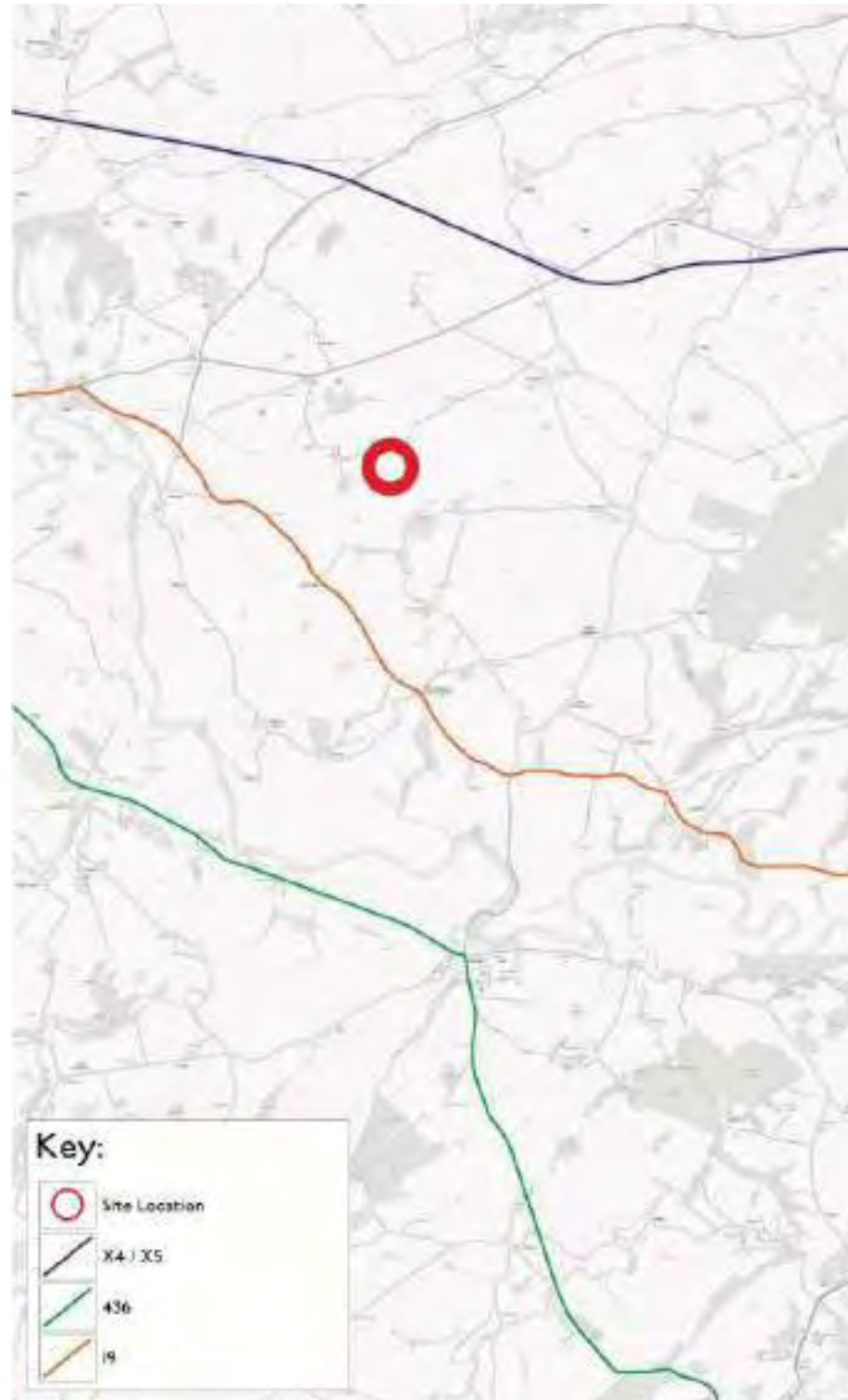
Approximately 2km to the east of the site, Roman Road (B5061) passes beneath the A5, before continuing via Overley and intersecting with Holyhead Road (B5061) further to the east. Approximately 175m to the south of this junction, Holyhead Road (B5061) provides access to the M54 motorway at Junction 7 (eastbound) and A5 (westbound), via unsignalized on/off slip roads.

Existing Sustainable Accessibility

Existing opportunities for sustainable travel include local bus services that route at the periphery of the Site. There are further bus services operating in the local area that, although not routed at the periphery of the sites, could be adapted to service a settlement of this scale.

The existing bus services, both at the immediate periphery of the site and within the local area, are indicatively shown on the plan.

Bus service 19/19A is routed along the B4380 which abuts the Site's southern boundary and provides a direct service to Shrewsbury Bus Station and Telford Bus Station. From either bus station, Shrewsbury Railway Station and Telford Railway Station is accessible within a reasonable walking distance.



Vehicle access strategy

The site would benefit from two points of access including Roman Road (B5061) to the north and the B4380 to the south. The primary access will be from Roman Road with the southern route forming a secondary access.

In order to accommodate the scale of development, a number of access options from Roman Road have been considered with a roundabout junction being deemed the most appropriate. An indicative roundabout access design has been prepared in accordance with Design Manual for Roads and Bridges (DMRB) standards. The roundabout junction can be delivered on land within the ownership of Raby Estate and the adopted highway.

To confirm the suitability of the roundabout access arrangement, the junction has been modelled using Junctions 9 (ARCADY) software. The modelling results demonstrate that there is sufficient capacity at the proposed roundabout junction to accommodate Phase 1 and Phase 2 (3,500 new homes) in the 2036 future year scenario.

The secondary access junction off the B4380 will comprise a simple priority junction, designed in accordance with DMRB and Manual for Streets (MfS). The internal road network will be designed in accordance with local and national policy, which would include SCC's Residential Design Guide, Manual for Streets and relevant Local Transport Notes.

Sustainable transport proposals

The Transport and Highways Strategy sets out the high-level sustainable transport strategy for the proposals. An outline strategy has been developed with a view to identifying the opportunities to promote sustainable travel at the site.

The sustainable transport strategy for the development proposals is predicated upon the following key items:

- Development of a network of pedestrian and cycle routes in the site, linking the various land parcels and with existing local highway network;
- Provision of new bus stops in the site and highway network suitable to accommodate a bus service through the site; and
- Development of a comprehensive Framework Travel Plan to promote sustainable modes of transport from initial occupation.

Transport and Accessibility

A 'Movement Strategy' will be developed to inform the development of the design. The main aims of the movement strategy will be to:

- Provide safe and convenient surroundings for the movement of people, including those with restricted mobility and cyclists.
- Create safe routes for pedestrian, cycling and vehicular movement.
- Keep vehicle flows and traffic speeds low in the vicinity of homes, to create a highway network conducive to walking and cycling.
- Ensure that reasonable, and where possible direct, vehicular access to dwellings is available, and enable easy access for public transport and emergency vehicles.
- Minimise the danger and inconvenience caused by indiscriminate on-street parking.
- Allow for a diversity of spatial, architectural, and landscape elements appropriate to the unique character of the site and its surroundings.

Opportunities

Public transport

Based on the potential level of development, improved public transport services would provide an excellent opportunity to kickstart sustainable travel habits on the site, wider Estate and adjoining settlements. The Site would provide additional demand for travel by bus to support a new service which could be subsidised by the developer.

The high-level masterplan has been developed with a view to providing a looped road network, allowing local bus services to be diverted into the development site. This is intended to improve the accessibility and connectivity of the site with Shrewsbury and Telford, connecting with a wide range of facilities and amenities, wider bus services and the railway stations in line with policy aspirations.

Furthermore, through increased patronage there is an opportunity to increase the frequency of local bus services to offer a more convenient service to existing and future residents along the route.

Although the Estate is not located close enough to the railway network to support the provision of a new station, it will benefit from the addition a Parkway Station at Preston, to the north west of the site, as refenced in Shropshire Council's Local Transport Plan. This benefit would be from multi-modal trips involving car trips to the Parkway Station or potentially a dedicated bus service between the site and the Parkway Station.

Options for improved the bus services at the Site could include:

- Provision of a new bus service connecting the Site to either Wellington Station or the new Parkway Station.
- Provision of an express bus service between Shrewsbury and Telford calling at a limited number of stops within the Site.
- Rerouting the existing number 19 bus service through the Site and increasing the frequency.

Walking and cycling

The site will be developed with a focus on prioritising pedestrian activity and cycle movements within the site to encourage non-car modes. The internal layout will be designed by:

- Promoting an inclusive environment that recognises the needs of all people of all ages and abilities;
- Creating a network of streets that provide permeability and connectivity to main destinations and choice of routes;
- Designing to keep vehicle speeds below 20 mph on residential streets unless there are overriding reasons for accepting higher speeds; and
- Using the minimum number of highway design features necessary to make streets work properly.

Electric Vehicles

Whilst sustainable travel, particularly public transport, will be promoted for trips to and from the site. It is also recognised that there will be a continuing need for a proportion of future residents to have use of private cars. However, this presents an excellent opportunity to promote and incentivise these car users to use of eco-friendly or Electric Vehicles (EV), in-line with future aspirations of national government.

All homes and new employment space will come with wiring for EV charging points to be installed. As a Travel Plan incentive each new home could be provided with a charging point and have this installed subject to them purchasing an EV.

Travel Plan

The travel planning strategy for the site will seek to ensure that the long-term management of the promotion and delivery of sustainable transport initiatives will be secured and managed on site by a dedicated Travel Plan Co-ordinator (TPC). A site-specific Travel Plan will be developed in consultation with the SCC's Travel Planning team. This will seek to establish a number of SMART targets and actions which will include measures that will be achievable, measurable, realistic and time-specific.

This TP will be provided to assist in the site's consideration for allocation and to support central government and local policies to actively manage patterns of growth in order to maximise the use of public transport, walking and cycling where possible.

Summary

Given the rural nature of the site, current sustainable travel options are limited. However, the development of a new community on the estate provides an opportunity to improve sustainable accessibility both internally and to key employment areas such as Shrewsbury and Telford. A strategic development of this scale can also provide financial investment in key strategic transport infrastructure including high-quality limited stop bus services and future Parkway Station at Preston.

Internally a new settlement with homes, schools, a local centre and employment uses can reduce the need to travel longer distance and support a sustainable travel strategy that reduced trips made by car by increasing opportunities to walk and cycle.

Trip generation and highway analysis

A trip generation and distribution exercise has been undertaken which provides an initial indication of the number of trips expected to be generated by the new settlement and how many trips could be expected at key junctions on the local highway network. Although the new settlement will include schools, local centre and employment area, to provide a robust assessment, which will generate a significant number of internal trips, for robustness the assessment assumes that all trips generated by the settlement will route onto the wider local highway network.

The trip generation exercise shows that Phase 1 and 2 combined (3,500 new homes) is expected to generate 1,939 two-way trips during the AM peak hour and 1,852 two-way trips during the PM peak hour.

Based on the employment data from the 2011 census, the trip distribution shows that the majority of trips are expected to route towards Shrewsbury via Emstrey Island. It is acknowledged that this section of the Strategic Road Network, including Emstrey Island and other junctions on the A5 are busy and therefore there is likely to be a requirement to undertake highways works at these junctions to mitigate the impact of the development.

It should be noted that together with highway mitigation works on the local highway network, the development proposals would also include a range of others measures to promote the use of sustainable modes of travel, thereby reducing single occupancy car trips and impact on the local highway network.

Landscape and Visual Impact

The Beslow new settlement proposal has been assessed from a landscape character and visual amenity perspective. The landscape report has been prepared by Allan Moss Associates is provided at Appendix 2.

The landscape report considers:

- The overall visibility of the site and the identification of potential visual receptor locations relevant to the proposed development;
- Identifies relevant landscape character classifications;
- Considers landscape sensitivity matters such as the relationship of the site to existing settlements, existing landform and vegetation, proximity of sensitive landscape features and valued landscapes;
- Considers the potential effects of the proposed development in terms of landscape character and visual amenity; and
- Provides recommendations for landscape mitigation and enhancement measures to be incorporated into the emerging proposals.

The site is physically separate from any existing settlement. The nearest settlements are: Uppington (approximately 350m to the east); Donnington (approximately 450m to the south); and Wroxeter (approximately 950m to the west).

There are no national or local landscape designations directly affecting the site. The site and the immediate surrounding countryside are therefore considered to be of value at a local level only.

Potential Effects on Landscape Character

At a site level there would inevitably be a major change in character from arable farmland to the creation of a new settlement.

However, URBED's Wolfson Prize winning 'Garden Village' concept offers the potential for generous areas of open space within and around the settlement (in the form of a country park) with 1ha of open space to match every hectare of built development. There would therefore be opportunities for extensive tree and woodland planting as well as open areas to soften the development and help to integrate it with its surroundings.

With high standards of urban, architectural and landscape design the development does have the potential to make a positive contribution to the character of the area.

Potential Effects on Visual Amenity

Potential visual receptor locations that may be affected by the proposed development are identified in Table 1 and on the visual receptor plan at Appendix G of the landscape report. The visual effect of the proposed development from these locations is considered below.

There would clearly be close views of the proposed development from Bridleway 0442/11 which passes through the western part of the site. However, this route will be incorporated into the masterplan in an appropriate manner. Links could also be provided from this route to the proposed country park around the development to provide better public access to the countryside.

Whilst there would also be potential short distance views of the development from Footpath 0422/3, which runs through the fields to the north, and Footpaths 0442/1 & 0442/9, which run through the fields to the south, these footpaths could also be incorporated into the proposed country park surrounding the development. There would clearly be changes to the visual amenity of these footpath routes but there is the potential to make the surrounding countryside more accessible not only to the residents of the Garden Village, but also to people living in the surrounding settlements.

Middle distance views of the development from locations such as the B5061, the road to Uppington and Bridleway 0442/2 could be largely screened over time by extensive tree and woodland planting in the proposed country park surrounding the development. There would however always be views of the proposed new access roads where they meet the B5061 and the B4370.

With respect to views from private dwellings, Beslow Cottages will be incorporated into the emerging layout in an appropriate manner. The development could be largely screened from the other private dwellings identified in this study by the extensive tree and woodland planting envisaged in the surrounding country park.

Potential Effects on Valued Landscapes

Valued landscapes in the local area are indicated on plan at Appendix H of the landscape report. There would not be any direct effects on the fabric and character of these landscapes but there is the potential for indirect effects by way of visual intrusion.

The Wrekin, which forms part of the Shropshire Hills AONB, is clearly visible from the site and there are elevated views from the top of the Wrekin towards the site (approximately 3.4km away). It should be noted that large parts of the urban areas of Telford and Shrewsbury are also visible from the top of the Wrekin so urban development is already forms part of the character of those views as well as the extensive areas of countryside.

The proposed development would clearly be visible from The Wrekin. Whilst it could be substantially softened over time by new tree and woodland planting within and around the development the roofscape will be particularly important. This could be addressed through positive design to create interest in the landscape. Church towers, clock towers and vernacular roofing styles all contribute positively to the character of the Shropshire countryside and such features could provide inspiration for a positive design solution. There might also be the potential for Roman influences inspired nearby Wroxeter.

The Wrekin Forest Strategic Landscape also includes the Wrekin, but it extends beyond the AONB boundary towards the settlements of Aston, Rushton and Upper Longwood on the western side of the Wrekin. There are no obvious views of the site from these locations. The proposed development is therefore unlikely to have any effect on the visual amenity of this locality.

The proposed development would be hidden from view from the Wroxeter Roman City visitor attraction by the perimeter hedgerow around that site. This is the only publicly accessible part of the scheduled monument. Based on observations from the site there does however appear to be inter-visibility with other parts of the scheduled monument area to the east that are not publicly accessible. The scheme would therefore allow for substantial tree/woodland planting on the western side of the development to ensure that an adequate visual buffer is provided.

The site is almost completely screened from view from Attingham Park by the perimeter trees on the eastern side of the park.

The landscape report concludes that the 'Garden Village' concept proposed by URBED would be an appropriate way forward from a landscape character and visual amenity perspective. The generous areas of open space proposed within the new settlement and around it in the form of a country park will provide opportunities for extensive tree and woodland planting to soften the development and help to integrate it with its surroundings. High standards of urban, architectural and landscape design will assist in making sure that the development makes a positive contribution to the character of the area.

Conclusion

Shropshire Council is currently consulting on preferred strategic sites (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.

Three current preferred strategic sites have been identified in the document, namely:

- Clive Barracks, Tern Hill;
- Former Ironbridge Power Station; and
- RAF Cosford.

A fourth potential strategic site has been identified at Junction 3 of the M54 which lies entirely within the Green Belt. At this stage Shropshire Council has not identified the site as a preferred site and notes that further evidence and justification is required to enable the site at Junction 3 of the M54 to be formally identified as a preferred location for development.

None of the options currently identified in the Preferred Strategic Sites consultation are particularly transformational nor do they have the potential to generate the real 'step change' in Shropshire's economy as outlined in the Economic Growth Strategy for Shropshire (2017-2021).

For Shropshire to meet its economic growth aspirations, the location of new strategic development will be a key factor in attracting the type of inward investment in the sectors it wishes to grow.

The Raby Estate is proposing to make land available within its ownership for a new settlement as a suitable alternative to those put forward in the Council's Local Plan Partial Review Strategic Sites consultation. The potential site is at Beslow Farm, located to the south of Roman Road and to the east of Wroxeter.

Raby Estate has the potential to provide a new sustainable settlement in the form of a 3,500 home development that can be delivered in two phases and accompanying employment land, local services and facilities. A Vision Document has been prepared to outline the proposals in more detail and this has been submitted alongside these representations.

The site is well placed to deliver a new settlement and has substantial benefits above other potential options outlined in the Local Plan Partial Review Strategic Sites consultation document including:

- Its strategic location within the county allowing it to meet county wide needs;
- It lies outside of the Green Belt and is relatively unconstrained;
- It is in single ownership, is deliverable and has a responsible owner that takes a long-term view with legacy a driving principle;
- It is well located for the Parkway station at Preston and has the ability to enhance public transport in the corridor from Shrewsbury to Telford; and
- Can help deliver the aims and objectives of the Economic Growth Strategy.

Based on the Council's own Sustainability Appraisal scoring criteria, the site scores more favourably than the strategic options identified by the Council, and by consequence should be considered as a more suitable alternative to the proposed options.

The Raby Estate and its team are very keen to explain their plans and develop them in collaboration with the Council, as they truly believe they can have a transformational and positive impact for the county.

The Estate are enthusiastic about this exciting opportunity and consider that an early stage of development before 2036, allied to future development beyond 2036, can collectively allow the creation of an enduring and sustainable new settlement founded on the architectural and planning traditions of Shropshire.

The Raby Estate envisage the new settlement to become a model new settlement for the twenty-first century which fosters a vibrant and successful community and puts Shropshire at the forefront of planning for a positive future.







Raby Estate

Beslow New Settlement

Transport & Highways Strategy

August 2019



Raby Estate

Beslow New Settlement

Transport & Highways Strategy

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J324128

DATE:

August 2019

| REPORT NO. | PREPARED: | DATE ISSUE: | STATUS: | CHECKED: | AUTHORISED: |
|------------|-----------|-------------|---------|----------|-------------|
| 1 | LW/MA | 30/08/2019 | Final | MA | ME |

CHANGE LOG.

| VERSION NO. | DATE: | CHECKED BY: | REASON FOR CHANGE: |
|-------------|------------|-------------|--------------------------------|
| Version 1 | 05/07/2019 | ME | First draft for client review |
| Version 2 | 29/08/2019 | ME | Second draft for client review |
| Version 3 | 30/08/2019 | ME | Final version for submission |

CONTENTS

| | | |
|----------|--|-----------|
| 1 | INTRODUCTION | 1 |
| 1.1 | Preamble | 1 |
| 1.2 | Methodology | 2 |
| 1.3 | Report Structure | 3 |
| 2 | TRANSPORT POLICY CONTEXT | 4 |
| 2.1 | Introduction | 4 |
| 2.2 | National Transport Planning Policy | 4 |
| 2.3 | Local Transport Planning Policy | 5 |
| 3 | EXISTING CONDITIONS | 7 |
| 3.1 | Overview | 7 |
| 3.2 | Local Context | 7 |
| 3.3 | Local Highway Network | 7 |
| 3.4 | Existing Traffic Flow and Speeds | 12 |
| 3.5 | Existing Mode Share | 14 |
| 3.6 | Existing Sustainable Accessibility | 15 |
| 4 | EMERGING INFRASTRUCTURE AND FUNDING | 20 |
| 4.1 | Shropshire Local Transport Plan – Provisional LTP Strategy (2011 – 2026) | 20 |
| 4.2 | West Midlands Rail Executive | 20 |
| 4.3 | Strategic Road Network Improvements | 21 |
| 5 | VEHICULAR ACCESS STRATEGY | 22 |
| 5.1 | Overview | 22 |
| 5.2 | Access Strategy | 22 |
| 5.3 | Roman Road Primary Access | 22 |
| 5.4 | B4380 Secondary Access | 23 |
| 5.5 | Internal Layout | 23 |
| 6 | SUSTAINABLE TRANSPORT PROPOSALS | 24 |
| 6.1 | Overview | 24 |
| 6.2 | Walking and Cycling Proposals | 24 |
| 6.3 | Public Transport Proposals | 25 |
| 6.4 | Electric Vehicles | 25 |
| 6.5 | Travel Plan | 26 |
| 6.6 | Summary | 26 |

| | | |
|-----------------------------|---|-----------|
| 7 | TRIP GENERATION AND HIGHWAY ANALYSIS | 27 |
| 7.1 | Introduction | 27 |
| 7.2 | Trip Generation | 27 |
| 7.3 | Trip Distribution | 28 |
| 7.4 | Conclusion | 31 |
| 8 | SUMMARY | 32 |
| APPENDICES | | |
| APPENDIX A – ACCESS DRAWING | | |
| APPENDIX B – ARCADY OUTPUTS | | |
| APPENDIX C – TRICS OUTPUTS | | |

1 Introduction

1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by Raby Estate to prepare a Highways and Transport Strategy for a potential strategic residential led development site on land within the Beslow area of the Raby Estate in Shropshire (referred to herewith as 'the site').

1.1.2 The development site location is shown in [Figure 1.1](#).

[Figure 1.1: Development Site Location – Raby Estate \(Beslow\)](#)



1.1.3 The site is located 10km to the east of Shrewsbury and 12km to the west of Telford. The site abuts Roman Road (B5061) and the Horseshoe Inn to the north, with open agricultural fields to the east and west. To the south, the site boundary abuts the B4380 and the hamlet of Donnington.

1.1.4 The proposals for a new settlement include a first phase of 2,250 new homes, a primary school, a local centre and an employment area in the north eastern corner. As part of the first phase, primary accesses will be created from the B5061 and a secondary from the B4380 enabling provision of a public transport connection through the site. An illustrative phase one masterplan is shown in [Figure 1.2](#).

[Figure 1.2: Illustrative Phase One Masterplan](#)



1.1.5 Phase two proposes a further 1,250 new homes and an additional primary school centred around the existing local centre and employment land uses. An illustrative masterplan is shown in [Figure 1.3](#).

[Figure 1.3: Illustrative Phase Two Masterplan](#)



1.1.6 This Transport and Highways Strategy has been prepared to support the written representations being made by Raby Estate to Shropshire Council for the potential new settlement to be included in the Shropshire Local Plan Partial Review as a new strategic site.

1.2 Methodology

- 1.2.1 The methodology of the strategy adopts the guidance set out within the Department for Transport (DfT) 'Transport Evidence Bases in Plan Making and Decision Taking' (2014), which provides guidance to help local planning authorities assess strategic transport needs in Local Plan making.
- 1.2.2 To further inform the Transport and Highways Strategy, Mode requested meetings with the Local Highway Authority, Shropshire County Council (SCC) and Strategic Highway Authority, Highways England.
- 1.2.3 Mode met with Highways England and their Term Consultants, AECOM, on 25th July 2019.
- 1.2.4 This Transport and Highways Strategy considers the transport opportunities provided by the proposed development at this location, including access by sustainable modes and vehicular access junction arrangements. It also determines the level of traffic expected to be generated by the proposed development and impact on the surrounding highway network.

1.3 Report Structure

- 1.3.1 Following this introduction, the Transport and Highways Strategy has been structured as follows:
- Chapter 2 sets out the relevant national and local transport policy context;
 - Chapter 3 describes the site location, local highway network and accessibility by all modes;
 - Chapter 4 outlines emerging infrastructure and funding;
 - Chapter 5 details the proposed vehicular access arrangement;
 - Chapter 6 details the sustainable transport proposals
 - Chapter 7 summarised the expected trip generation and highways analysis;
 - Chapter 8 provides the summary of the report.

2 Transport Policy Context

2.1 Introduction

2.1.1 This chapter considers current national and local transport policy as they relate to the development proposals. The following documents have been reviewed:

- National Planning Policy Framework (2018);
- Shropshire Local Development Framework: Adopted Core Strategy (2011) and
- Shropshire Council's Local Transport Plan 2011-2026 (2011)

2.2 National Transport Planning Policy

National Planning Policy Framework

- 2.2.1 The National Planning Policy Framework (NPPF), published in February 2019, sets out the Government's planning policies for England and how these are expected to be applied.
- 2.2.2 Chapter 9 of the NPPF, 'Promoting Sustainable Transport', sets out the important role that transport issues and policies have in facilitating sustainable development.
- 2.2.3 Paragraph 102 states that *'transport issues should be considered from the earliest stages of plan-making and development proposal, so that:*
- *the potential impacts of development on transport networks can be addressed;*
 - *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - *opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.*
- 2.2.4 The NPPF goes on to state paragraph 103 that:
- "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*
- 2.2.5 With specific reference to development in rural areas, Paragraph 84 states that:
- "Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and*

exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport)

2.2.6 In terms of highways impact and safety, Paragraph 109 states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe.”

2.2.7 Within this context, Paragraph 110 goes on to state that *“applications for development should:*

- *Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclist and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.”*

2.3 Local Transport Planning Policy

Shropshire Council's Local Development Framework

2.3.1 Shropshire Council's Local Development Framework 'Adopted Core Strategy' (March 2011) emphasises that sustainable development requires integrated, accessible attractive, safe and reliable transport infrastructure and services.

2.3.2 In terms of public transport provision, Policy CS7 states that this will be achieved by:

- *“Enabling the provision of accessible, affordable and demand responsive passenger transport services including bus, Park & Ride, rail, coach, taxi, community transport services and car sharing initiatives;*
- *Promoting rail related developments to support the sub-regional role of Shrewsbury and the role of Market Towns and other rail linked centres and increasing choice of destinations and service frequency and travel times. This will require rail infrastructure and service improvements especially along the A5/M54 rail corridor including the possible development of a Parkway Station for Shrewsbury;”*

2.3.3 Paragraph 4.27 states that *“improvements to the Shrewsbury Bus and Railway Stations and the possible development of the Shrewsbury Parkway Station at the A5/ A49 Preston Boats Island on the eastern side of the town all form part of the multimodal approach to transport planning for the town. The strong transport connections between, and complementary roles of, Shrewsbury and Telford form part of the challenge being addressed.”*

2.3.4 Paragraph 4.98 goes on to state that Policy CS7 *“recognises the importance of the A5/M54 rail corridor link to Telford, Wolverhampton and Birmingham International which will be a key location for investment as the principal link into the national rail network. This line would benefit from further service improvements including increased line speeds potentially through the electrification of the route along with the possible development of a Parkway Station with strategic Park & Ride service to Shrewsbury to*

encourage rail usage and manage user demand at Shrewsbury Station, subject to assessment of overall impacts.”

Shropshire Council's Local Transport Plan

2.3.5 The importance of promoting sustainable transport opportunities is also reflected in local transport planning policy. Shropshire Council's Local Transport Plan (LTP) 'Provisional LTP Strategy (2011-2026)', published in March 2011, sets out the Council's strategic objectives and policies, and includes specific policies relating to sustainable development.

2.3.6 'Policy E11: location and design of new development' states that Shropshire Council *‘will ensure that new developments are located, designed and served by transport in ways that enhance accessibility and reduce car dependency’*. This will be achieved by following the objectives, policies and proposals of the Local Development Framework (LDF) and supporting documents, and by:

- *‘The identification of new land for development in appropriate and sustainable locations and through the careful planning, design and servicing of new development;*
- *Requirements for transport assessments and the development of travel plans for significant new developments.*
- *Producing design guidance to promote best practice in the layout and design of new developments.*
- *Requiring promoters of new developments to either provide or financially contribute to the provision of necessary transport infrastructure and services, through site specific agreements or payment of a community infrastructure levy.’*

3 Existing Conditions

3.1 Overview

3.1.1 This chapter describes the existing site and local transport networks for all modes of transport, in order to assess the current accessibility of the site.

3.2 Local Context

3.2.1 The site is located 10km to the east of Shrewsbury and 12km to the west of Telford. The site comprises adjoining parcels of land which are currently predominately used for agricultural and farming purposes. The site also includes a limited number of properties which are all under the control of Raby Estate. The site total area of approximately 262 hectares, as shown [Figure 3.1](#).

Figure 3.1: Development Site – Raby Estate (Beslow)



3.3 Local Highway Network

3.3.1 The site is bounded by the local highway network to the north and south. At the northern boundary, to the site abuts Roman Road (B5061) and an unnamed minor road. The southern site boundary abuts the B4380 and an unnamed road that routes through Donnington.

3.3.2 [Figure 3.2](#) highlights the key roads in the vicinity of the Estate.

Figure 3.2: Existing Local Highway Network (source: imagery @2019 Google, map data @2019)



Roman Road (B5061)

3.3.3 Roman Road comprises a c.7.0m wide two-way single carriageway with one lane in each direction. The road extends in a broadly east-west alignment and is subject to the national speed limit. Adjacent to the Site, the road comprises an elevated section of carriageway with earth embankments either side, as shown in [Photograph 3.1](#).

Photograph 3.1: Roman Road (B5061) - eastbound



3.3.4 Near the Horseshoe Inn, Roman Road forms the major arms of a priority junction with an unnamed road. Near this junction, the alignment of Roman Road changes, with solid white centre lines provided at this location, as shown in Photograph 3.2.

Photograph 3.2: Roman Road (B5061) – westbound



3.3.5 From this point, Roman Road continues to the west for approximately 1km before forming a cross-roads junction with the B4394, as shown in Photograph 3.3.

Photograph 3.3: Roman Road (B5061)/ B4394 Junction - westbound



- 3.3.6 There is no existing footway infrastructure or street lighting columns on Roman Road (B5061) in the vicinity of the site.
- 3.3.7 The unnamed road by the Horseshoe Inn extends on a southwest to northeast alignment, linking Roman Road and the B4394. The unnamed road comprises a single carriageway with one lane in each direction for the first 60m, extending as a single-track road beyond this point. Vehicular access to the Horseshoe Inn and a small number of properties is provided via the road.
- 3.3.8 Approximately 2km to the east of the site, Roman Road passes beneath the A5, before continuing via Overlay and intersecting with Holyhead Road (B5061) further to the east. Approximately 175m to the south of this junction, Holyhead Road (B5061) provides access to the M54 motorway at Junction 7 (eastbound) and A5 (westbound), via unsignalised on/off slip roads.

B4380

- 3.3.9 Adjacent to the site boundary, the B4380 comprises a c.5.5m wide two-way single carriageway with one lane in each direction, as shown in [Photograph 3.4](#).
- 3.3.10 Locally, the B4380 provides links to the villages of Leighton and Cressage located 5km to the southeast. The B4380 connects via priority junction with the B5061 approximately 2.5km to the northwest.
- 3.3.11 The road is subject to the national speed limit and there is no existing footway infrastructure or street lighting columns in the vicinity of the site. The road is bound by grass verges and hedgerow on both sides.

[Photograph 3.4: B4380 - southbound](#)



A5

- 3.3.12 The A5 forms part of Highway England's Strategic Road Network providing a high capacity link to the wider Strategic Road Network. In the vicinity of the site, the A5 comprises a dual-carriageway with two lanes in each direction, as shown in [Photograph 3.5](#).

[Photograph 3.5: A5 – westbound](#) (source: imagery @2019 Google, map data @2019)



- 3.3.13 To the west, the A5 provides a circulatory route to the south of Shrewsbury, connecting to local radial routes providing access to the town centre. To the east, the road connects with the M54 Motorway at Junction 7.
- 3.3.14 The A5, as well of the M54, are accessible via Roman Road and Holyhead Road (B5061) approximately 6km to the east of the site. To the west, the A5 is accessible via a 7km route on the B5061 and B4380, leading to the Emstrey Island signalised roundabout.

3.4 Existing Traffic Flow and Speeds

- 3.4.1 In order to establish current traffic flows and 85th percentile speeds on the local highway network, an Automatic Traffic Counter (ATC) was placed on Roman Road, adjacent to the northern site boundary, as shown in [Figure 3.3](#).

Figure 3.3: ATC Location – Roman Road (source: imagery @2019 Google, map data @2019)



- 3.4.2 The ATC recorded traffic speeds and two-way traffic flow over a 7-day period between Thursday 6th June and Wednesday 12th June 2019.
- 3.4.3 A summary of the recorded traffic flows is shown in Figure 3.4.

Figure 3.4: Existing Traffic Flows – Roman Road (source: imagery @2019 Google, map data @2019)



- 3.4.4 The average recorded 85th percentile speeds across the week are shown in Table 3.1.

Table 3.1: 85th Percentile Speeds – Roman Road (B5061)

| | Eastbound | Westbound |
|-------------|-----------|-----------|
| Speed (mph) | 62.9 | 62.2 |

- 3.4.5 The 85th percentile traffic speed data, summarised in Table 3.1, shows that vehicles on Roman Road (B5061) currently travel at 62.9mph in the eastbound direction and 62.2mph westbound direction, which is marginally above the speed limit for a car on the road.

3.5 Existing Mode Share

- 3.5.1 To establish the existing mode share of people living in the area, 'Method of Travel to Work' data has been obtained from the 2011 census. The census data applies specifically to the 'Shropshire 028' Middle Super Output Area (MSOA), which includes the Raby Estate land being considered in this assessment and details the main mode of travel for commuting trips.
- 3.5.2 The 'Method of Travel to Work' data provides a reasonably accurate estimation of the proportion of trips by each mode for people living in the area. The 2011 census data for 'Shropshire 028' is summarised in Table 3.2.

Table 3.2: Method of Travel to Work – Modal Split (Shropshire 028 MSOA)

| Method of travel to work | Modal Split |
|--------------------------|-------------|
| Car/Van Driver | 84% |
| Train | 1% |
| On Foot | 5% |
| Passenger in Car/Van | 5% |
| Bicycle | 2% |
| Bus, Minibus or Coach | 2% |
| Motorcycle | 1% |
| Taxi | 0% |
| Total | 100% |

3.5.3 As shown in [Table 3.2](#), the 2011 census data indicates that 89% of residents travel to work by car or van, with 84% driving and 5% as a passenger. The modal split data shows that 1% travel by train, 5% travel on foot, 2% travel by bicycle and 2% travel by bus.

3.5.4 As anticipated, the model split data indicates a relatively high proportion of trip by car and low proportion of trips by sustainable modes, which is common for rural locations where there is a reliance on car travel primarily due to the remoteness of the area and limited access to public transport provision.

3.5.5 The modal proportion of car travel is considered particularly robust when applied to a proposed development of around 2000 new homes with local centre and amenities, when there is expected to be a reasonable number of internal trips that would not impact on the wider highway network.

3.6 Existing Sustainable Accessibility

3.6.1 The rural nature of the site means that accessibility by sustainable modes of travel is limited. This is reflected in the 2011 census data for the area, detailed previously, which shows that only 10% of employment trips are undertaken using sustainable modes of travel, with the majority of trips (84%) being by private car.

3.6.2 Due to the remoteness of the area, limited local amenities and lack of designated footway provision opportunities to walk in the area of relatively limited. That said, it should be noted that existing sustainable travel opportunities do exist, albeit proportionate to the patronage levels typically experienced in relatively isolated rural locations.

Public Transport Services

3.6.3 Existing opportunities for sustainable travel include local bus services that route at the periphery of the site. There are further bus services operating in the local area that, although not routed at the periphery of the sites, could in theory be adapted to service a settlement of this scale.

3.6.4 The existing bus services, both at the immediate periphery of the site and within the local area, are indicatively shown in in [Figure 3.5](#) and the timetables are summarised in [Table 3.3](#).

Figure 3.5: Existing Local Bus Routes

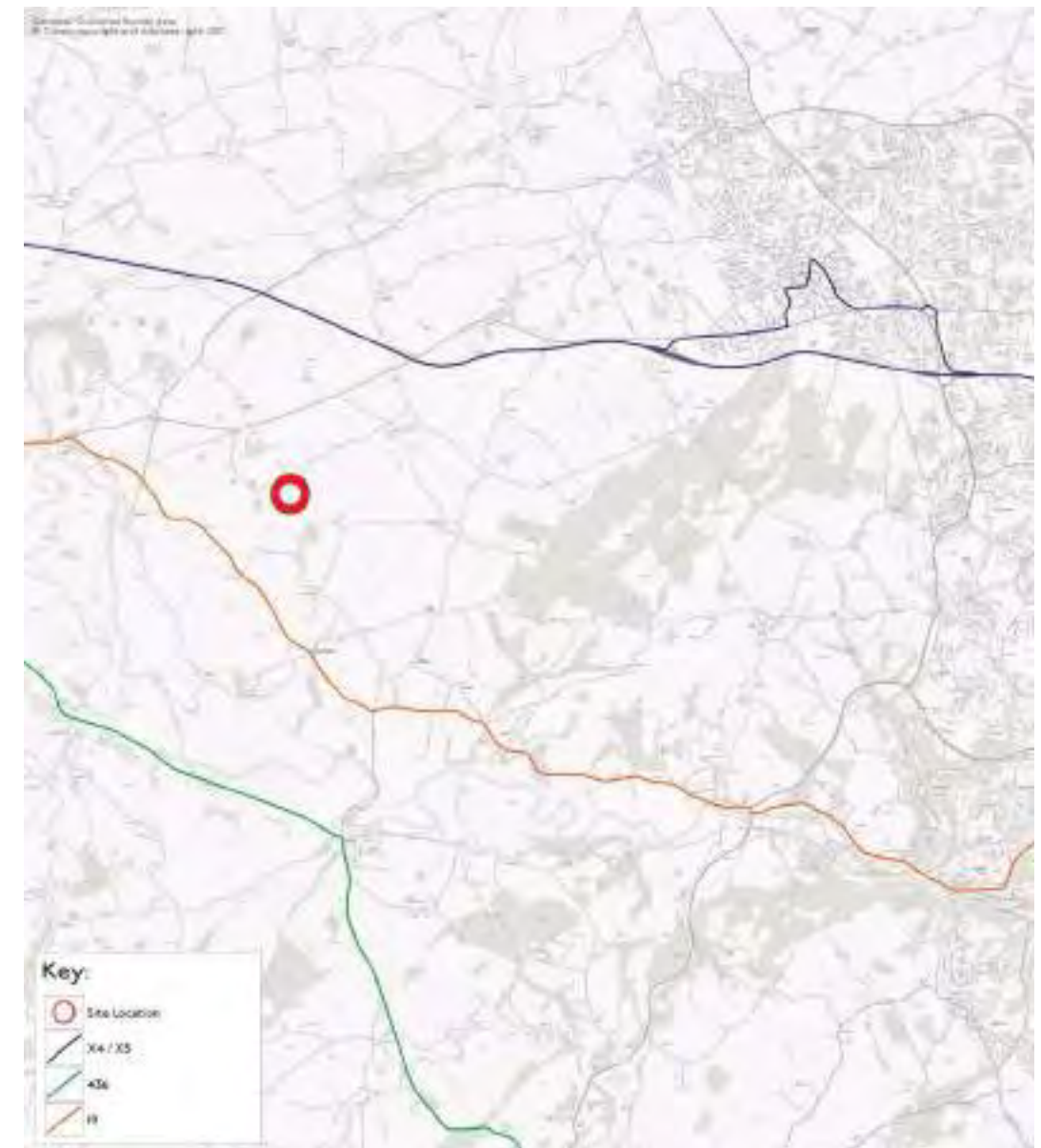


Table 3.3: Local Bus Services

| Service No | Route | Approx. Frequency – 2 way (buses /hour) | | | |
|------------|------------------------------------|---|--------------------|-----|-----|
| | | Mon-Fri (AM/PM peak) | Mon-Fri (off-peak) | Sat | Sun |
| 19/19A | Shrewsbury – Crossroads – Telford | 1 | 1 | 1 | - |
| 436 | Shrewsbury – Cressage - Bridgnorth | 1 | 2 | 2 | - |
| X4 | Shrewsbury – Haygate – Telford | 1 | <1 | <1 | - |

3.6.5 Bus service 19/19A is routed along the B4380 which abuts the site's southern boundary and provides a direct service to Shrewsbury Bus Station and Telford Bus Station. From the either bus station, Shrewsbury Railway Station and Telford Railway Station is accessible within a reasonable walking distance.

3.6.6 Existing bus stops, including bus layby, shelter and flagpole, are currently provided on Roman Road (B5061) at either side of the crossroad junction B4394, as shown in Photograph 3.6. This would indicate that, historically, there has previously been a regular bus service operating on Roman Road along the site's northern boundary.

Photograph 3.6: Existing Bus Stops on Roman Road (B5061) - eastbound



3.6.7 A summary of direct train services available from the railway stations is shown in in Table 3.4.

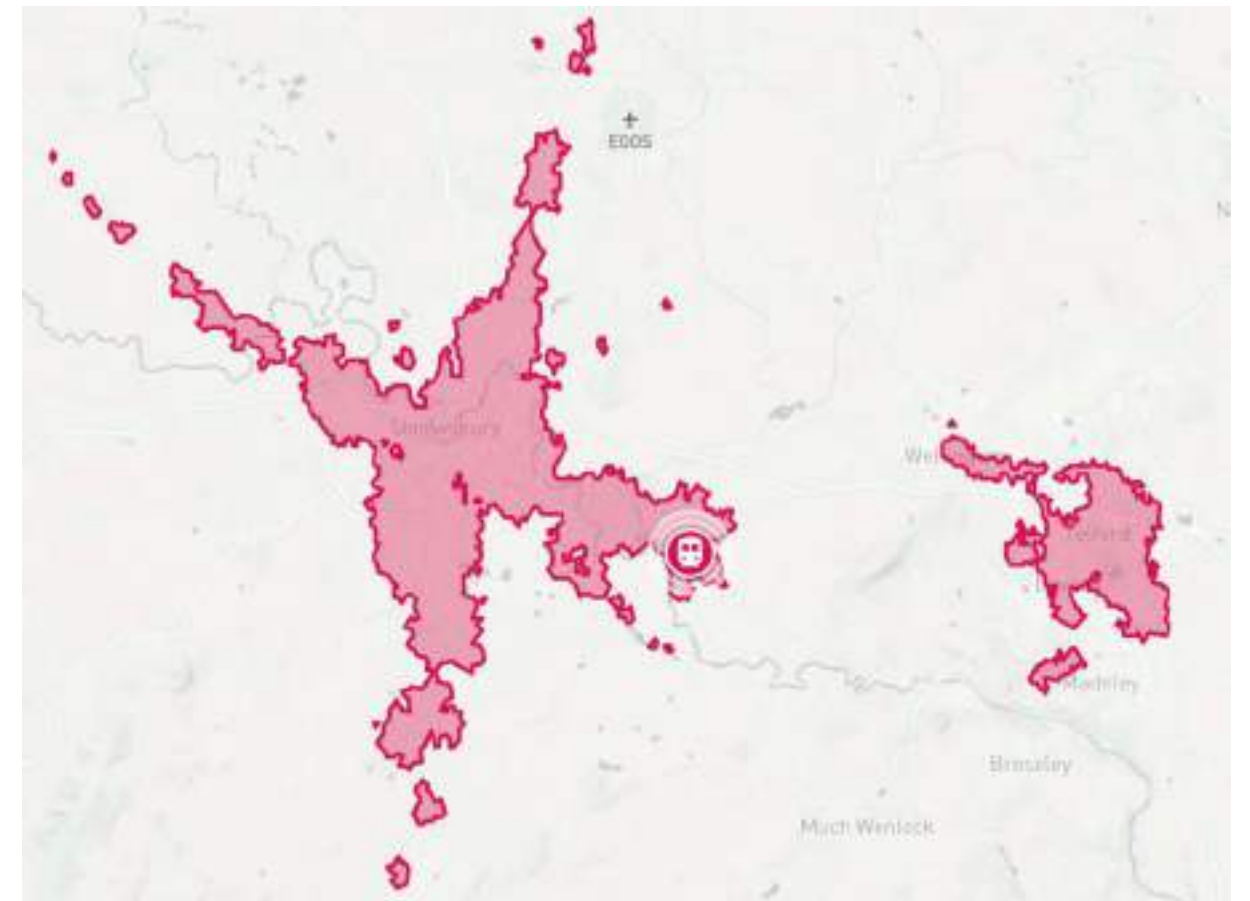
Table 3.4: Rail Services from Shrewsbury and Telford Railway Stations

| Destinations | Approximate Frequency | Approximate Journey Time |
|--------------------------|-----------------------|--------------------------|
| Birmingham International | 1 service/ hour | 1 hour 20 minutes |
| Birmingham New Street | 2 services/ hour | 1 hour 55 minutes |
| Chester | 1 service/ hour | 55 minutes |
| Crewe | 2 services/ hour | 36 minutes |
| Cardiff Central | 2 services/ hour | 2 hours |
| Manchester Piccadilly | 1 service/ hour | 1 hour 20 minutes |
| Aberystwyth | 1 service/ hour | 1 hour 50 minutes |

3.6.8 Table 3.4 shows that a wide range of rail services are available from Shrewsbury Railway Station and Telford Railway Station direct to major towns and cities across the region.

3.6.9 Figure 3.6 shows the area accessible by public transport within 1 hour from the centre of the Site.

Figure 3.6: Public Transport Accessibility



Cycling

3.6.10 In respect of acceptable cycle distances, "Local Transport Note 2/08: Cycling Infrastructure Design", published by DfT, states that many utility cycle trips are less than three miles (approximately 5 km), but for commuter journeys a distance of over five miles (approximately 8 km) is not uncommon.

3.6.11 With Shrewsbury and Telford both being located over 10km from the Site, cycling will not be a realistic option for novice cyclists; however, for more experienced cyclists these destinations would be achievable for commuting and leisure trips, as shown in Photograph 3.7.

Photograph 3.7: Cyclist on Roman Road (B5061) - westbound



3.6.12 That said, in accordance with local transport policy, cycling would be an option for many people internally within the site, facilitated by the provision of accessible local amenities and highway infrastructure.

3.6.13 In the wider area, National Cycle Route 45 passes within close proximity the site, as shown in Figure 3.7

Figure 3.7: National and Local Cycle Routes (source: sustrans.org.uk)



4 Emerging Infrastructure and Funding

4.1 Shropshire Local Transport Plan – Provisional LTP Strategy (2011 – 2026)

4.1.1 The following policies relating to transport and highways infrastructure improvements are set out in Shropshire's LTP document:

Policy C2: Rail services and information

4.1.2 "We will support the DfT and train operating companies in improving frequency, quality, reliability, comfort and affordability of train services in Shropshire."

4.1.3 We would particularly support:

- Additional train capacity or more frequent services at peak times on the Shrewsbury to Birmingham route

4.1.4 One of the reasons cited by business for lack of rail use is the perceived poor accessibility and inadequate parking availability in Shropshire. In fact, many users travel significant distances out of the county by car to use more accessible stations. This is particularly true of Shrewsbury station which offers the greatest availability of train services. To address this concern we will develop medium term plans for a new Shrewsbury Parkway Station to the east of Shrewsbury at Preston Boats."

Policy C3: Access to Rail Stations

4.1.5 "We will seek to work with partners to improve access by a range of modes to rail stations in Shropshire enhancing awareness and information about services."

4.1.6 This will be achieved by:

- Developing a new Shrewsbury Parkway Station to the east of Shrewsbury at Preston Boats, in the medium term."

Policy E7: Tackling Shrewsbury's traffic problems

4.1.7 "We will implement a Transport Strategy for Shrewsbury as funding opportunities become available.

4.1.8 Key elements of the Shrewsbury Transport Strategy will be:

- Significant improvements to the walking, cycling and public transport networks in Shrewsbury to reduce traffic demand.
- Development of a Shrewsbury Parkway Rail Station and fourth park and ride site; this is likely to be towards the latter part of the plan period."

4.2 West Midlands Rail Executive

4.2.1 Almost £1 billion is to be invested in the West Midlands rail network to provide more frequent services and deliver extra seats.

4.2.2 The investment will be utilised for a package of improvements aimed at providing more services and space for passengers to stimulate and support economic growth and jobs across the region. The benefits include:

- More trains between Birmingham and Shrewsbury with two services per hour (from December 2018)

- 20,000 extra seats for rush hour passengers in Birmingham
- 100 new carriages on the Cross-City line
- 80 new carriages on the Snow Hill line
- Compensation if services are delayed by more than 15 minutes
- Free WiFi on all main train line services
- A roll out of smart ticketing and live passenger information

4.3 Strategic Road Network Improvements

M54 to M6/ M6 Toll Link Road

4.3.1 In September 2018 Highways England confirmed their preferred option for a new link connecting the M54 to the M6/ M6 Toll. The benefits of this new link will be to:

- Relieve traffic congestion on the A460, A449 and A5, providing more reliable journey times.
- Support economic growth for Telford, Shrewsbury, Wolverhampton, Cannock and Tamworth by improving traffic flow and enhanced east-west and north-south routes
- Keep the right traffic on the right roads by separating local traffic from long distance and commuter traffic.

4.3.2 Option B West was selected following the consultation, as shown in [Figure 4.1](#).

Figure 4.1: Proposed M54 to M6/ M6 Toll Link Road (source: Highways England)



4.3.3 There will be a further statutory consultation in 2019 on the detailed design of the scheme, prior to an expected application for a Development Consent Order in 2020. Highways England are planning on the new link being open to traffic in 2024.

5 Vehicular Access Strategy

5.1 Overview

5.1.1 This chapter presents the strategy for achieving vehicular access to the strategic site from the Local Highway Network.

5.2 Access Strategy

5.2.1 In accordance with the feasibility masterplan prepared by URBED, on behalf of Raby Estate, the site would benefit from two points of access including Roman Road (B5061) to the north and the B4380 to the south.

5.2.2 The primary access will be from Roman Road with the southern route forming a secondary access.

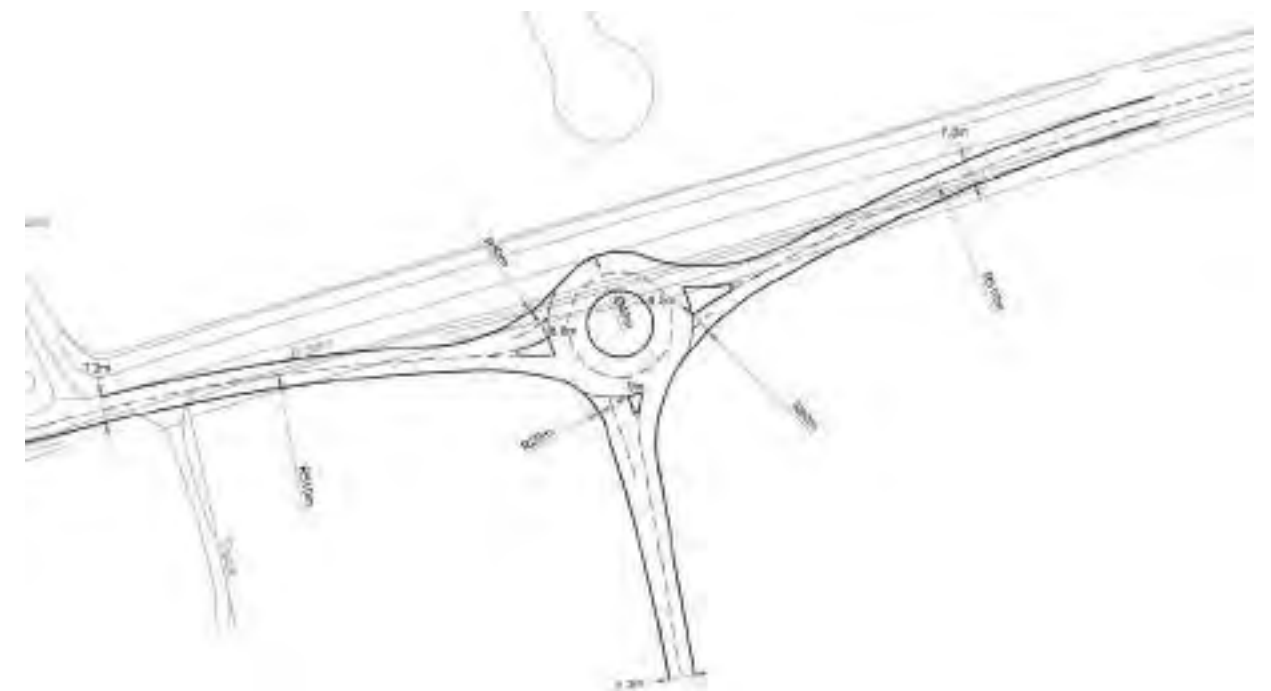
5.3 Roman Road Primary Access

5.3.1 In order to accommodate the scale of development, a number of access options from Roman Road have been considered with a roundabout junction being deemed the most appropriate.

5.3.2 An indicative roundabout access design has been prepared in accordance with Design Manual for Roads and Bridges (DMRB) standards. The roundabout junction can be delivered on land within the ownership of Raby Estate and the adopted highway.

5.3.3 [Figure 5.1](#) shows the indicative roundabout access layout. The full indicative design is presented in [Drawing No. J32-4128-PS-001](#) attached in [Appendix A](#).

Figure 5.1: Roman Road Site Access



5.3.4 To confirm the suitability of the roundabout access arrangement, the junction has been modelled using Junctions 9 (ARCADY) software. The junction has been modelled in the AM and PM peak periods in the 2036 scenario with Phase 2 (3,500 new homes).

5.3.5 To provide a robust assessment, the modelling assumes 100% of development traffic enters and exits via Roman Road access junctions. Also, the proposed local amenities, including schools and local centre, plus employment area, means there would likely to be a significant number of trips generated that stay internally within the site, which have not been deducted from the overall trip generation.

5.3.6 **Table 5.1** provides a summary of the ARCADY results in the 2036 with Phase 1 and 2 development. The outputs are attached in **Appendix B**.

Figure 5.1: ARCADY Summary Results – 2036 with Phase 1 Development

| Arm | AM Peak | | | PM Peak | | |
|---------------------------------------|-------------|-----------|------|-------------|-----------|------|
| | Queue (PCU) | Delay (s) | RFC | Queue (PCU) | Delay (s) | RFC |
| 2036 Base + Phase 1 and 2 Development | | | | | | |
| B5061 East | 1 | 5.85 | 0.50 | 9 | 17.40 | 0.75 |
| Site Access | 15 | 35.21 | 0.95 | 1 | 3.08 | 0.36 |
| B5061 West | 1 | 4.13 | 0.44 | 5 | 12.92 | 0.84 |

5.3.7 As can be seen from the results in **Table 5.1**, the indicative roundabout access can support 3,500 new homes and 2036 future year traffic on Roman Road.

5.4 B4380 Secondary Access

5.4.1 The secondary access will be formed by a simple priority junction with the B4380 designed in accordance with DMRB and Manual for Streets (MfS).

5.5 Internal Layout

5.5.1 The internal road network will be designed in accordance with local and national policy, which includes the following documents:

- SCC's Residential Design Guide
- LTN 2/08 Cycle Infrastructure Design;
- Design Manual for Roads and Bridges;
- LTN 1/11 Shared Space;
- LTN 1/12 Shared Use Routes for Pedestrians and Cyclists;
- Manual for Streets; and,
- Manual for Streets 2.

6 Sustainable Transport Proposals

6.1 Overview

6.1.1 This chapter sets out the high-level sustainable transport strategy for the proposals. Promoting sustainable transport for new sites is a key policy test within the NPPF and local transport policy. An outline strategy has been developed with a view to identifying the opportunities to promote sustainable travel at the site.

6.1.2 The sustainable transport strategy for the development proposals is established upon the following key items:

- Development of a network of pedestrian and cycle routes in the site, linking the various land parcels and with existing local highway network;
- Provision of new bus stops in the site and highway network suitable to accommodate a bus service through the site; and
- Development of a comprehensive Framework Travel Plan to promote sustainable modes of transport from initial occupation.

6.1.3 A 'Movement Strategy' will be developed to inform the development of the design. The main aims of the movement strategy will be to:

Provide safe and convenient surroundings for the movement of people, including those with restricted mobility and cyclists

Create safe routes for pedestrian, cycling and vehicular movement

Keep vehicle flows and traffic speeds low in the vicinity of homes, to create a highway network conducive to walking and cycling

Ensure that reasonable, and where possible direct, vehicular access to each home is available, and enable easy access for public transport and emergency vehicles

Minimise the danger and inconvenience caused by indiscriminate on-street parking

Allow for a diversity of spatial, architectural, and landscape elements appropriate to the unique character of the site and its surroundings

6.1.4 Layout designs should ensure that the convenience of access for pedestrians, cyclists and public transport operators is given priority over the need to accommodate the car. An overview of the opportunities presented by the site is provided in the following paragraphs.

6.2 Walking and Cycling Proposals

6.2.1 In terms of walking and cycling routes, the site will be developed with a focus on prioritising pedestrian activity and cycle movements within the site to encourage non-car modes. In accordance with MfS (1 and 2), the internal layout will be designed by:

Promoting an inclusive environment that recognises the needs of all people of all ages and abilities;

Creating a network of streets that provide permeability and connectivity to main destinations and choice of routes;

Designing to keep vehicle speeds below 20 mph on residential streets unless there are overriding reasons for accepting higher speeds; and,

Using the minimum number of highway design features necessary to make streets work properly.

6.3 Public Transport Proposals

- 6.3.1 Based on the level of development, improved public transport services would provide an excellent opportunity to kickstart sustainable travel habits at the Site. The Site would provide additional demand for travel by bus to support a new service which could be subsidised by the Site's Developer.
- 6.3.2 The emerging masterplan has been developed with a view to providing a looped road network, allowing the bus service to be diverted into the development site. This is intended to improve the accessibility of the site to Shrewsbury and Telford, connecting with a wide range of facilities and amenities, wider bus services and the railway stations in line with policy aspirations.
- 6.3.3 Furthermore, through increased patronage there is an opportunity to increase the frequency of this service to offer a more convenient service to existing and future residents along the route.
- 6.3.4 Whilst the Estate is not located close enough to the railway to support the provision of a new station, it will benefit from the addition a Parkway Station, as referenced in Shropshire Council's LTP and LDF. This benefit would be from multi-modal trips involving car trips to the Parkway Station or potentially a dedicated bus service between the Site and the Parkway Station.
- 6.3.5 Options for improved the bus services at the Site could include:
- Provision of a new bus service connecting the Site to either Wellington Station or the new Parkway Station.
 - Provision of an express bus service between Shrewsbury and Telford calling at a limited number of stops within the Site.
 - Rerouting the existing number 19 bus service through the Site and increasing the frequency.

6.4 Electric Vehicles

- 6.4.1 Whilst sustainable travel, particularly public transport, will be promoted for trips to and from the site. It is also recognised that there will be a continuing need for a proportion of future residents to have use of private cars. However, this presents an excellent opportunity to promote and incentivise these car users to use of eco-friendly or Electric Vehicles (EV), in-line with future aspirations of national government.
- 6.4.2 All homes will come with wiring for EV charging points to be installed. As a Travel Plan incentive each new home could be provided with a charging point and have this installed subject to them purchasing an EV.

- 6.4.3 As part of the Travel Planning process, the appointed Travel Plan Co-ordinator (TPC) would be responsible for promoting the use of electric/hybrid vehicles at the site.

6.5 Travel Plan

- 6.5.1 The travel planning strategy for the site will seek to ensure that the long-term management of the promotion and delivery of sustainable transport initiatives will be secured and managed on site by a dedicated TPC. A site-specific Travel Plan will be developed in consultation with the SCC's Travel Planning team. This will seek to establish a number of SMART targets and actions which will include measures that will be achievable, measurable, realistic and time specific.
- 6.5.2 This TP will be provided to assist in the site's consideration for allocation and to support central government and local policies to actively manage patterns of growth in order to maximise the use of public transport, walking and cycling where possible.

6.6 Summary

- 6.6.1 Given the rural nature of the site, current sustainable travel options are limited. However, the development of a new community on the estate provides an opportunity to improve sustainable accessibility both internally and to key employment areas such as Shrewsbury and Telford.
- 6.6.2 A strategic development of this scale can also provide financial investment in key strategic transport infrastructure including high-quality limited stop bus services and future Parkway Station at Preston Boats.
- 6.6.3 Internally a new settlement with homes, schools, a local centre and employment uses can reduce the need to travel longer distance and support a sustainable travel strategy that reduced trips made by car by increasing opportunities to walk and cycle.

7 Trip Generation and Highway Analysis

7.1 Introduction

7.1.1 This chapter provides an overview of the associated travel demand resulting from the Phase 1 (2,250 new homes) and Phase 2 (additional 1,250 new homes) at the proposed site. It considers the forecast vehicular traffic generation and additional levels of traffic at specific local junctions, based on forecast traffic distribution patterns calculated using 2011 Census data.

7.2 Trip Generation

7.2.1 In order to assess the traffic impact of development trips on the local network, a trip generation and distribution exercise has been undertaken for the proposed uses.

7.2.2 The trip rates have been calculated using the TRICS database (version 7.6.1) based on the 'houses privately owned' land use categories. In order to establish representative trip rates, sites within Greater London, Scotland and Ireland have been excluded from the dataset.

7.2.3 The trip rates for the weekday AM and PM peak hours are shown in [Table 7.1](#), with the full TRICS outputs are attached in [Appendix C](#).

Table 7.1: TRICS Trip Rates (per 100sqm) – Vehicles

| Land Use | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | | Daily | | |
|--------------------------|----------------------|--------|-------|----------------------|--------|-------|--------|--------|-------|
| | Arrive | Depart | Total | Arrive | Depart | Total | Arrive | Depart | Total |
| 'Houses Privately Owned' | 0.137 | 0.417 | 0.554 | 0.362 | 0.167 | 0.529 | 2.510 | 2.549 | 5.059 |

7.2.4 The calculated trip generation from Phase 1 (2,250 new homes) and Phase 1 and 2 combined (3,350 new homes) is shown in [Table 7.2](#) and [Table 7.3](#) respectively.

Table 7.2: TRICS Trip Generation – Phase 1 (2,250 new homes)

| Time | Arrive | Depart | Total |
|---------|--------|--------|--------|
| AM Peak | 308 | 938 | 1,246 |
| PM Peak | 815 | 376 | 1,191 |
| Daily | 5,648 | 5,735 | 11,383 |

Table 7.3: TRICS Trip Generation – Phase 1 & 2 (3,500 new homes)

| Time | Arrive | Depart | Total |
|---------|--------|--------|--------|
| AM Peak | 480 | 1,460 | 1,939 |
| PM Peak | 1,267 | 585 | 1,852 |
| Daily | 8,785 | 8,922 | 17,707 |

7.2.5 As shown in [Table 7.2](#), Phase 1 is expected to generate 1,246 two-way trips during the AM peak hour and 1,191 two-way trips during the PM peak hour. [Table 7.3](#) shows that Phase 1 and 2 combined is expected to generate 1,939 two-way trips during the AM peak hour and 1,852 two-way trips during the PM peak hour.

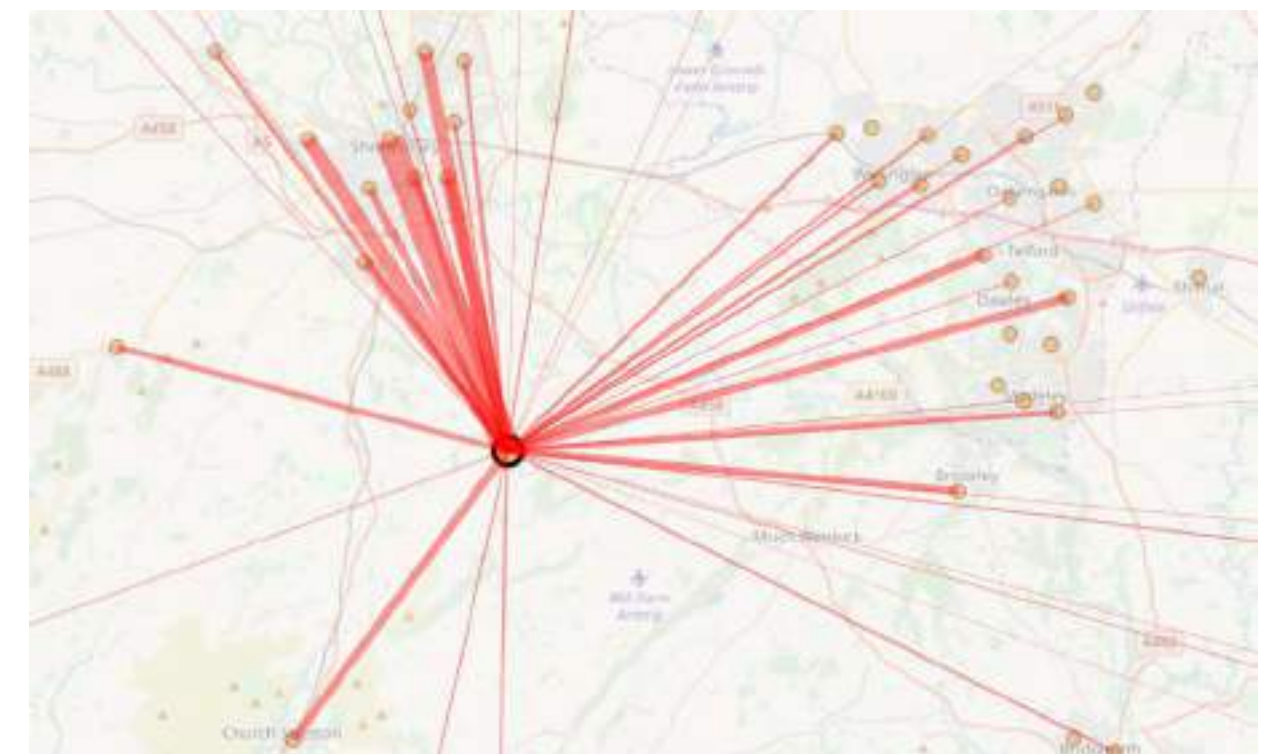
7.2.6 Given the quantum of development possible and rural location, it is envisaged that amenities will need to be delivered within the site, such as schools, doctors and local centres. Inclusion of local amenities plus employment space within the site will reduce external trips and will also have a positive impact on sustainable accessibility.

7.3 Trip Distribution

7.3.1 To understand where car development traffic is likely to route from the site, a trip distribution across the local highway network has been calculated based 'Method of Travel to Work' data obtained from the 2011 census. The census data applies specifically to the 'Shropshire 028' Middle Super Output Area (MSOA) which encompasses the development Site.

7.3.2 [Figure 7.1](#) provides a visual indication of the place of work locations from the centre of the MSOA which includes the development site.

Figure 7.1: Journey to Work Locations



7.3.3 The local highway network was analysed and the main routes/areas surrounding the site were assigned to a zone. Car trips have been assigned to the road network based on the shortest journey time to the respective zones.

7.3.4 The zone plan is shown in [Figure 7.2](#) and the percentage of traffic travelling to and from each zone is summarised in [Table 7.4](#).

Figure 7.2: Trip Distribution Zones (source: imagery @2019 Google, map data @2019)



Table 7.4: Summary of Forecast Car Traffic Distribution

| Zone | Description | % Trip Distribution |
|-------|----------------------------------|---------------------|
| A | B4394 (S) | 6% |
| B | Roman Road (W) to Emstrey Island | 72% |
| C | B4394 (N) | 0.0% |
| D | Holyhead Road (N) | 6% |
| E | M54 Junction 7 | 16% |
| F | Holyhead Road (S) | 0.0% |
| G | A5 On-Slip | 0.0% |
| H | Aston Road | 0.0% |
| Total | | 100% |

7.3.5 Based on the trip distribution shown in Table 7.4, vehicular trips generated by the development proposals have been assigned to the local highways network. This has been used to determine the level of development traffic expected at the following key off-site junctions:

1. B4394 / Roman Road (B5061);
2. Roman Road (B5061) / Holyhead Road (B5061);
3. Holyhead Road (B5061) / M54 /A5 On/Off-Slip; and
4. A5 / B4380/ A5064 (Emstrey Island)

7.3.6 The key off-site junctions listed above are shown in Figure 7.3.

Figure 7.3: Key Off-Site Junctions (source: imagery @2019 Google, map data @2019)



7.3.7 A summary of total development traffic at the key junctions generated by Phase 1 is shown in Table 7.5.

Table 7.5: Summary of Development Trips at Key Local Junctions – Phase 1 (2,250 new homes)

| Junction No. | Traffic (%) | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | |
|--------------|-------------|----------------------|--------|-------|----------------------|--------|-------|
| | | Arrive | Depart | Total | Arrive | Depart | Total |
| 1 | 78% | 240 | 732 | 972 | 636 | 293 | 929 |
| 2 | 22% | 68 | 206 | 274 | 179 | 83 | 262 |
| 3 | 16% | 49 | 150 | 199 | 130 | 60 | 190 |
| 4 | 72% | 222 | 675 | 897 | 587 | 271 | 858 |

- 7.3.8 In the westbound direction, [Table 7.5](#) shows that the development is forecast to generate over 900 additional two-way trips through the B4394/ Roman Road (B5061) junction in the AM and PM peak hours, with the majority of these additional trips continuing along the B4394 towards Emstrey Island.
- 7.3.9 In the eastbound direction, the development is forecast to generate over 250 additional two-way trips through Roman Road (B5061)/ Holyhead Road junction in the AM and PM peak hour, with the majority of trips continuing south towards the M54/ A5 junction.
- 7.3.10 A summary of total development traffic at the key junctions generated by Phase 1 and 2 combined is shown in [Table 7.6](#).

Table 7.6: Summary of Development Trips at Key Local Junctions – Phase 1 & 2 (3,500 new homes)

| Junction No. | Traffic (%) | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | |
|--------------|-------------|----------------------|--------|-------|----------------------|--------|-------|
| | | Arrive | Depart | Total | Arrive | Depart | Total |
| 1 | 78% | 374 | 1138 | 1512 | 988 | 456 | 1444 |
| 2 | 22% | 106 | 321 | 427 | 279 | 129 | 408 |
| 3 | 16% | 77 | 234 | 311 | 203 | 94 | 297 |
| 4 | 72% | 345 | 1051 | 1396 | 912 | 421 | 1333 |

- 7.3.11 In the westbound direction, [Table 7.6](#) shows that Phase 1 and 2 is forecast to generate over 1,500 additional two-way trips through the B4394/ Roman Road (B5061) junction in the AM and PM peak hours, with the majority of these additional trips continuing along the B4394 towards Emstrey Island.
- 7.3.12 In the eastbound direction, the development is forecast to generate over 400 additional two-way trips through Roman Road (B5061)/ Holyhead Road junction in the AM and PM peak hour, with the majority of trips continuing south towards the M54/ A5 junction.

7.4 Conclusion

- 7.4.1 The trip generation and distribution exercise detailed in this chapter provides an initial indication of the number of trips expected to be generated by Phase 1 (2,250 new homes) and Phase 1 and 2 combined (3,500 new homes), and how many trips could be expected at key junctions on the local highway network.
- 7.4.2 Based on the employment data from the 2011 census, the trip distribution shows that the majority of trips are expected to route towards Shrewsbury via Emstrey Island. It is acknowledged that this section of the Strategic Road Network, including Emstrey Island and other junctions on the A5 are busy and therefore there is likely to be a requirement to undertake highways works at these junctions to mitigate the impact of the development.
- 7.4.3 It should be noted that together with highway mitigation works on the local highway network, the development proposals would also include a range of others measures to promote the use of sustainable modes of travel, thereby reducing single occupancy car trips and impact on the local highway network.

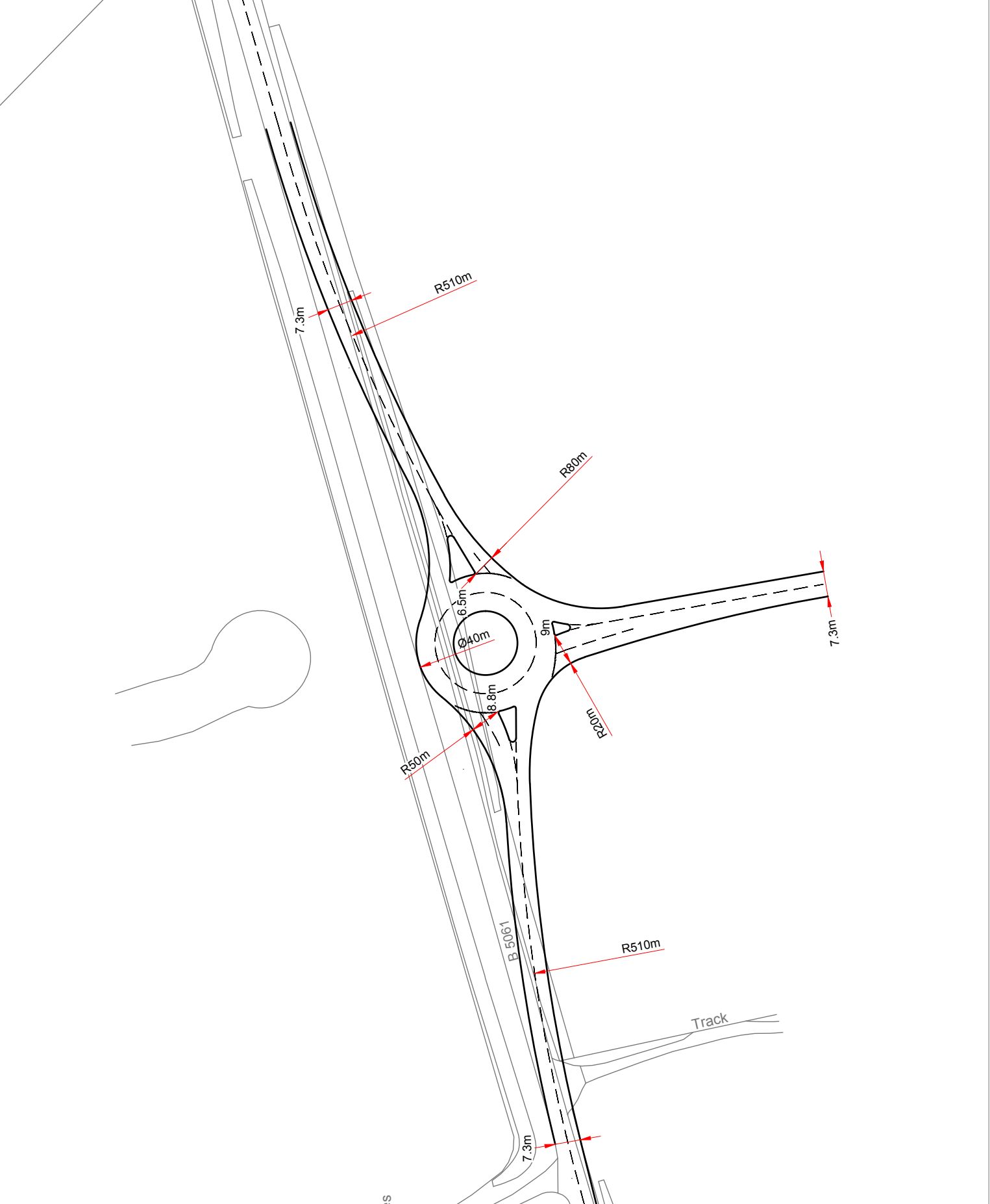
8 Summary

- 8.1.1 Mode has been appointed by Raby Estate to prepare a Highways and Transport Strategy for a potential strategic settlement on land within the Beslow area of the Raby Estate in Shropshire. The proposals for a new settlement include a first phase of 2,250 new homes, a primary school, a local centre and an employment area in the north eastern corner. This would be followed by a secondary phased including a further 1,250 new homes and an additional primary school centred around the existing local centre and employment land uses.
- 8.1.2 The Site is located 10km to the east of Shrewsbury and 12km to the west of Telford. The site abuts Roman Road (B5061) and the Horseshoe Inn to the north, with open agricultural fields to the east and west. To the south, the site boundary abuts the B4380 and the hamlet of Donnington.
- 8.1.3 This Transport and Highways Strategy has been prepared to support the written representatives being made by Raby Estate to Shropshire Council for the potential new settlement to be included in the Shropshire Local Plan Review, which is expected to be undertaken in August 2019.
- 8.1.4 To inform the Transport and Highways Strategy, Mode has sought to consulted with Local Highway Authority, SCC Highways, and strategic highway authority, Highways England. A meeting was held with Highways England to discuss the future scheme.
- 8.1.5 Primary access to the site can be achieved from Roman Road via a roundabout junction and presented in [Chapter 5](#). A secondary access would be taken from B4380 in the form of a priority junction. Both accesses can be delivered with land controlled by the Raby Estate. The internal road network would be designed in accordance with SCC's Residential Design Guide and MfS.
- 8.1.6 Given the rural nature of the site, current sustainable travel options are limited. However, the development of a new community on the estate provides an opportunity to improve sustainable accessibility both internally and to key employment areas such as Shrewsbury and Telford, as set out in [Chapter 6](#). A strategic development of this scale can also provide financial investment in key strategic transport infrastructure including high-quality limited stop bus services and future Parkway Station at Preston Boats. Internally a new settlement with homes, schools, a local centre and employment uses can reduce the need to travel longer distance and support a sustainable travel strategy that reduced trips made by car by increasing opportunities to walk and cycle.
- 8.1.7 As set out in [Chapter 7](#), Phase 1 is expected to generate vehicle movements of approximately 1,246 two-way in the AM peak and 1,193 trips in the PM peak. Phase 1 and 2 combined is expected to generate vehicle movements of approximately 1,939 two-way trips in the AM peak and 1,852 trips in the PM peak.
- 8.1.8 The distribution confirms that the majority of traffic (72%) will be towards Shrewsbury via the B5061 and B4380, where it will continue via junctions on the A5 which forms part of the Strategic Road Network. The level of traffic is likely to lead to the requirement for improvements to mitigate the impact of the development traffic.
- 8.1.9 This strategic site presents and excellent opportunity to create a new community in a rural location. Whilst the rural nature of the site currently provides limited opportunities to travel by sustainable modes, the scale of nature of the development will provide investment to improve public transport in the area and encourage no car travel internally between homes, jobs, schools and other local amenities.



APPENDIX A – Access Drawing

APPENDICES



notes:

1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions, should be brought to the attention of the issuing organization.
2. all dimensions to be checked before commencement of work on site.
3. all dimensions in metres unless otherwise stated.
4. the design is subject to approval of shropshire county council.
5. drawing based on os mapping.

issuerevision
 A 20/08/2019
 description

client: baby estate
 project: baby estate shropshire
 project number: J32428
 scale: 1:1000@A3
 drawing title:
 proposed site access junction
 drawing number:
 J32-428-PS-001

APPENDIX B – ARCADY Outputs

| |
|---|
| Junctions 9 |
| ARCADY 9 - Roundabout Module |
| Version: 9.0.2.5947 © Copyright TRL Limited, 2017 |
| For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: Site Access Junction Model.j9
Path: C:\Users\manch\Dropbox (mode)\Project\Manchester\Projects\J324128_Raby Estate Shropshire\4. Data\6. Traffic Modelling\Site Access Junction
Report generation date: 30/08/2019 16:29:53

»2036 Base + Dev, AM
 »2036 Base + Dev, PM

Summary of junction performance

| | AM | | | | | PM | | | | |
|------------------------|-------------|-----------|------|--------------------|---------------------------|-------------|-----------|------|--------------------|---------------------------|
| | Queue (PCU) | Delay (s) | RFC | Junction Delay (s) | Network Residual Capacity | Queue (PCU) | Delay (s) | RFC | Junction Delay (s) | Network Residual Capacity |
| 2036 Base + Dev | | | | | | | | | | |
| Arm 1 | 1.0 | 5.85 | 0.50 | 21.68 | 0 % [Arm 2] | 2.9 | 17.40 | 0.75 | 11.59 | 9 % [Arm 1] |
| Arm 2 | 14.8 | 35.21 | 0.95 | | | 0.6 | 3.08 | 0.36 | | |
| Arm 3 | 0.8 | 4.13 | 0.44 | | | 4.9 | 12.92 | 0.84 | | |

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

| | |
|--------------------|---------------------------------|
| Title | (untitled) |
| Location | |
| Site number | |
| Date | 29/08/2019 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | DESKTOP-J595SBC\Manchester Mode |
| Description | |

Units

| Distance units | Speed units | Traffic units input | Traffic units results | Flow units | Average delay units | Total delay units | Rate of delay units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m | kph | PCU | PCU | perHour | s | -Min | perMin |

Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Calculate residual capacity | Residual capacity criteria type | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|--------------------|-----------------------------|-----------------------------------|-----------------------------|---------------------------------|---------------|-----------------------------|-----------------------|
| 5.75 | | | ✓ | Delay | 0.85 | 36.00 | 20.00 |

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2036 Base + Dev | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D2 | 2036 Base + Dev | PM | ONE HOUR | 16:15 | 17:45 | 15 | ✓ |

Analysis Set Details

| ID | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|-------------------|---------------------------------|-------------------------------------|
| A1 | ✓ | 100.000 | 100.000 |

2036 Base + Dev, AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|-------------|------|--|
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |

Junction Network

Junctions

| Junction | Name | Junction Type | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------|--------------------|--------------|
| 1 | untitled | Standard Roundabout | 1, 2, 3 | 21.68 | C |

Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|-------------------------------|------------------------------|
| Left | Normal/unknown | 0 | Arm 2 |

Arms

Arms

| Arm | Name | Description |
|-----|----------|----------------------|
| 1 | untitled | B5061 East |
| 2 | untitled | Site Access Junction |
| 3 | untitled | B5061 West |

Roundabout Geometry

| Arm | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit only |
|-----|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|-----------|
| 1 | 3.65 | 6.60 | 7.0 | 80.0 | 40.0 | 44.0 | |
| 2 | 3.65 | 9.00 | 25.5 | 30.0 | 40.0 | 41.0 | |
| 3 | 3.65 | 9.00 | 13.0 | 50.0 | 40.0 | 41.0 | |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/hr) |
|-----|-------------|--------------------------|
| 1 | 0.592 | 1469 |
| 2 | 0.701 | 2030 |
| 3 | 0.657 | 1790 |

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2036 Base + Dev | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓ | ✓ | HV Percentages | 2.00 |

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| 1 | | ONE HOUR | ✓ | 554 | 100.000 |
| 2 | | ONE HOUR | ✓ | 1459 | 100.000 |
| 3 | | ONE HOUR | ✓ | 625 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| From | To | | |
|------|-----|-----|------|
| | 1 | 2 | 3 |
| 1 | 0 | 105 | 449 |
| 2 | 321 | 0 | 1138 |
| 3 | 251 | 374 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| From | To | | |
|------|----|---|---|
| | 1 | 2 | 3 |
| 1 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|-----|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 | 0.50 | 5.85 | 1.0 | A | 508 | 763 |
| 2 | 0.95 | 35.21 | 14.8 | E | 1339 | 2008 |
| 3 | 0.44 | 4.13 | 0.8 | A | 574 | 860 |

Main Results for each time segment

07:30 - 07:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----|
| 1 | 417 | 104 | 281 | 1303 | 0.320 | 415 | 429 | 0.0 | 0.5 | 4.048 | A |
| 2 | 1098 | 275 | 337 | 1794 | 0.612 | 1092 | 359 | 0.0 | 1.6 | 5.082 | A |
| 3 | 471 | 118 | 240 | 1632 | 0.288 | 469 | 1188 | 0.0 | 0.4 | 3.092 | A |

07:45 - 08:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-----|---------------------|---------------------------------|-------------------|-----------------|-----------|-----|
| | | | | | | | | | | | |

| | | | | | | | | | | | |
|---|------|-----|-----|------|-------|------|------|-----|-----|-------|---|
| 1 | 498 | 125 | 336 | 1270 | 0.392 | 497 | 513 | 0.5 | 0.6 | 4.656 | A |
| 2 | 1312 | 328 | 403 | 1748 | 0.750 | 1306 | 430 | 1.6 | 2.9 | 8.053 | A |
| 3 | 562 | 140 | 287 | 1601 | 0.351 | 561 | 1422 | 0.4 | 0.5 | 3.461 | A |

08:00 - 08:15

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----|
| 1 | 610 | 152 | 411 | 1225 | 0.498 | 609 | 621 | 0.6 | 1.0 | 5.824 | A |
| 2 | 1606 | 402 | 493 | 1685 | 0.954 | 1569 | 527 | 2.9 | 12.4 | 25.373 | D |
| 3 | 688 | 172 | 345 | 1563 | 0.440 | 687 | 1717 | 0.5 | 0.8 | 4.107 | A |

08:15 - 08:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----|
| 1 | 610 | 152 | 412 | 1225 | 0.498 | 610 | 628 | 1.0 | 1.0 | 5.852 | A |
| 2 | 1606 | 402 | 494 | 1684 | 0.954 | 1597 | 527 | 12.4 | 14.8 | 35.214 | E |
| 3 | 688 | 172 | 351 | 1559 | 0.441 | 688 | 1740 | 0.8 | 0.8 | 4.134 | A |

08:30 - 08:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----|
| 1 | 498 | 125 | 337 | 1269 | 0.392 | 499 | 525 | 1.0 | 0.7 | 4.684 | A |
| 2 | 1312 | 328 | 405 | 1747 | 0.751 | 1358 | 431 | 14.8 | 3.1 | 10.320 | B |
| 3 | 562 | 140 | 299 | 1593 | 0.353 | 563 | 1464 | 0.8 | 0.5 | 3.495 | A |

08:45 - 09:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----|
| 1 | 417 | 104 | 282 | 1302 | 0.320 | 418 | 432 | 0.7 | 0.5 | 4.074 | A |
| 2 | 1098 | 275 | 339 | 1793 | 0.613 | 1105 | 361 | 3.1 | 1.6 | 5.273 | A |
| 3 | 471 | 118 | 243 | 1630 | 0.289 | 471 | 1200 | 0.5 | 0.4 | 3.107 | A |

2036 Base + Dev, PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|-------------|------|--|
| Warning | Vehicle Mix | | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. |

Junction Network

Junctions

| Junction | Name | Junction Type | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------|--------------------|--------------|
| 1 | untitled | Standard Roundabout | 1, 2, 3 | 11.59 | B |

Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|-------------------------------|------------------------------|
| Left | Normal/unknown | 9 | Arm 1 |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2036 Base + Dev | PM | ONE HOUR | 16:15 | 17:45 | 15 | ✓ |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓ | ✓ | HV Percentages | 2.00 |

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| 1 | | ONE HOUR | ✓ | 563 | 100.000 |
| 2 | | ONE HOUR | ✓ | 585 | 100.000 |
| 3 | | ONE HOUR | ✓ | 1290 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | | To | | |
|------|---|-----|-----|-----|
| | | 1 | 2 | 3 |
| From | 1 | 0 | 279 | 284 |
| | 2 | 129 | 0 | 456 |
| | 3 | 302 | 988 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|--|--|----|---|---|
| | | 1 | 2 | 3 |
| | | | | |

| | | | | |
|------|---|---|---|---|
| From | 1 | 0 | 0 | 0 |
| | 2 | 0 | 0 | 0 |
| | 3 | 0 | 0 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|-----|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 | 0.75 | 17.40 | 2.9 | C | 517 | 775 |
| 2 | 0.36 | 3.08 | 0.6 | A | 537 | 805 |
| 3 | 0.84 | 12.92 | 4.9 | B | 1184 | 1776 |

Main Results for each time segment

16:15 - 16:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----|
| 1 | 424 | 106 | 740 | 1031 | 0.411 | 421 | 323 | 0.0 | 0.7 | 5.880 | A |
| 2 | 440 | 110 | 212 | 1881 | 0.234 | 439 | 949 | 0.0 | 0.3 | 2.493 | A |
| 3 | 971 | 243 | 97 | 1726 | 0.563 | 966 | 555 | 0.0 | 1.3 | 4.707 | A |

16:30 - 16:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----|
| 1 | 506 | 127 | 886 | 944 | 0.536 | 504 | 387 | 0.7 | 1.1 | 8.149 | A |
| 2 | 526 | 131 | 254 | 1852 | 0.284 | 526 | 1136 | 0.3 | 0.4 | 2.714 | A |
| 3 | 1160 | 290 | 116 | 1714 | 0.677 | 1157 | 664 | 1.3 | 2.0 | 6.428 | A |

16:45 - 17:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----|
| 1 | 620 | 155 | 1080 | 830 | 0.747 | 613 | 472 | 1.1 | 2.8 | 16.179 | C |
| 2 | 644 | 161 | 309 | 1813 | 0.355 | 643 | 1383 | 0.4 | 0.5 | 3.075 | A |
| 3 | 1420 | 355 | 142 | 1696 | 0.837 | 1409 | 811 | 2.0 | 4.8 | 12.108 | B |

17:00 - 17:15

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----|
| 1 | 620 | 155 | 1087 | 825 | 0.751 | 619 | 474 | 2.8 | 2.9 | 17.397 | C |
| 2 | 644 | 161 | 312 | 1811 | 0.356 | 644 | 1394 | 0.5 | 0.6 | 3.083 | A |
| 3 | 1420 | 355 | 142 | 1696 | 0.837 | 1420 | 814 | 4.8 | 4.9 | 12.919 | B |

17:15 - 17:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----|
| 1 | 506 | 127 | 897 | 938 | 0.540 | 513 | 390 | 2.9 | 1.2 | 8.602 | A |
| 2 | 526 | 131 | 259 | 1849 | 0.284 | 527 | 1151 | 0.6 | 0.4 | 2.722 | A |
| 3 | 1160 | 290 | 116 | 1713 | 0.677 | 1171 | 669 | 4.9 | 2.1 | 6.766 | A |

17:30 - 17:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----|
| 1 | 424 | 106 | 746 | 1027 | 0.413 | 426 | 325 | 1.2 | 0.7 | 6.007 | A |
| 2 | 440 | 110 | 215 | 1880 | 0.234 | 441 | 957 | 0.4 | 0.3 | 2.501 | A |
| 3 | 971 | 243 | 97 | 1726 | 0.563 | 975 | 558 | 2.1 | 1.3 | 4.812 | A |

APPENDIX C – TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

| | | |
|-----------|---|--------|
| 02 | SOUTH EAST | |
| | ES EAST SUSSEX | 3 days |
| | EX ESSEX | 1 days |
| | HC HAMPSHIRE | 2 days |
| | KC KENT | 2 days |
| | SC SURREY | 1 days |
| | WS WEST SUSSEX | 5 days |
| 03 | SOUTH WEST | |
| | DC DORSET | 1 days |
| | SM SOMERSET | 1 days |
| 04 | EAST ANGLIA | |
| | NF NORFOLK | 1 days |
| | SF SUFFOLK | 1 days |
| 05 | EAST MIDLANDS | |
| | DS DERBYSHIRE | 1 days |
| 06 | WEST MIDLANDS | |
| | SH SHROPSHIRE | 2 days |
| | ST STAFFORDSHIRE | 2 days |
| | WK WARWICKSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | NE NORTH EAST LINCOLNSHIRE | 1 days |
| | NY NORTH YORKSHIRE | 3 days |
| 08 | NORTH WEST | |
| | CH CHESHIRE | 1 days |
| | GM GREATER MANCHESTER | 1 days |
| | LC LANCASHIRE | 1 days |
| 10 | WALES | |
| | VG VALE OF GLAMORGAN | 1 days |
| 12 | CONNAUGHT | |
| | RO ROSCOMMON | 1 days |
| 13 | MUNSTER | |
| | WA WATERFORD | 1 days |
| 14 | LEINSTER | |
| | CC CARLOW | 1 days |
| | WC WICKLOW | 1 days |
| 15 | GREATER DUBLIN | |
| | DL DUBLIN | 1 days |
| 16 | ULSTER (REPUBLIC OF IRELAND) | |
| | CV CAVAN | 2 days |
| | DN DONEGAL | 3 days |
| 17 | ULSTER (NORTHERN IRELAND) | |
| | AN ANTRIM | 1 days |
| | DO DOWN | 1 days |

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 6 to 805 (units:)
 Range Selected by User: 4 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 20/11/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 10 days
 Tuesday 5 days
 Wednesday 14 days
 Thursday 10 days
 Friday 5 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 44 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town 44

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 36
 No Sub Category 8

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 44 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less 1 days
 1,001 to 5,000 8 days
 5,001 to 10,000 8 days
 10,001 to 15,000 17 days
 15,001 to 20,000 6 days
 20,001 to 25,000 3 days
 25,001 to 50,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,000 or Less 2 days
 5,001 to 25,000 9 days
 25,001 to 50,000 4 days
 50,001 to 75,000 5 days
 75,001 to 100,000 10 days
 100,001 to 125,000 1 days
 125,001 to 250,000 9 days
 250,001 to 500,000 3 days
 500,001 or More 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 12 days
 1.1 to 1.5 31 days
 1.6 to 2.0 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 8 days
 No 36 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 43 days
 2 Poor 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

| | |
|---|---|
| <p>1 AN-03-A-09 DETACHED & SEMI-DETACHED SLOEFIELD DRIVE CARRICKFERGUS</p> <p>Edge of Town No Sub Category Total Number of dwellings: 151 Survey date: WEDNESDAY 12/10/16</p> | <p>ANTRIM</p> <p>Survey Type: MANUAL</p> |
| <p>2 CC-03-A-01 DETACHED HOUSES R417 ANTHY ROAD CARLOW</p> <p>Edge of Town Residential Zone Total Number of dwellings: 23 Survey date: WEDNESDAY 25/05/16</p> | <p>CARLOW</p> <p>Survey Type: MANUAL</p> |
| <p>3 CH-03-A-09 TERRACED HOUSES GREYSTOKE ROAD MACCLESFIELD HURDSFIELD</p> <p>Edge of Town Residential Zone Total Number of dwellings: 24 Survey date: MONDAY 24/11/14</p> | <p>CHESHIRE</p> <p>Survey Type: MANUAL</p> |
| <p>4 CV-03-A-02 DETACHED & SEMI DETACHED R212 DUBLIN ROAD CAVAN KILLYNEBBER</p> <p>Edge of Town No Sub Category Total Number of dwellings: 80 Survey date: MONDAY 22/05/17</p> | <p>CAVAN</p> <p>Survey Type: MANUAL</p> |
| <p>5 CV-03-A-03 DETACHED HOUSES R212 DUBLIN ROAD CAVAN PULLAMORE NEAR</p> <p>Edge of Town No Sub Category Total Number of dwellings: 37 Survey date: MONDAY 22/05/17</p> | <p>CAVAN</p> <p>Survey Type: MANUAL</p> |
| <p>6 DC-03-A-08 BUNGALOWS HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST</p> <p>Edge of Town Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 24/03/14</p> | <p>DORSET</p> <p>Survey Type: MANUAL</p> |
| <p>7 DL-03-A-10 SEMI DETACHED & DETACHED R124 MALAHIDE SAINT HELENS</p> <p>Edge of Town Residential Zone Total Number of dwellings: 65 Survey date: WEDNESDAY 20/06/18</p> | <p>DUBLIN</p> <p>Survey Type: MANUAL</p> |
| <p>8 DN-03-A-03 DETACHED/SEMI-DETACHED THE GRANGE LETTERKENNY GLENCAR IRISH</p> <p>Edge of Town Residential Zone Total Number of dwellings: 50 Survey date: MONDAY 01/09/14</p> | <p>DONEGAL</p> <p>Survey Type: MANUAL</p> |

LIST OF SITES relevant to selection parameters (Cont.)

| | |
|--|--|
| <p>9 DN-03-A-04 SEMI-DETACHED GORTLEE ROAD LETTERKENNY GORTLEE</p> <p>Edge of Town Residential Zone Total Number of dwellings: 83 Survey date: FRIDAY 26/09/14</p> | <p>DONEGAL</p> <p>Survey Type: MANUAL</p> |
| <p>10 DN-03-A-06 DETACHED HOUSING GLENFIN ROAD BALLYBOFEY</p> <p>Edge of Town Residential Zone Total Number of dwellings: 6 Survey date: WEDNESDAY 10/10/18</p> | <p>DONEGAL</p> <p>Survey Type: MANUAL</p> |
| <p>11 DO-03-A-03 DETACHED/SEMI DETACHED OLD MILL HEIGHTS BELFAST DUNDONALD</p> <p>Edge of Town Residential Zone Total Number of dwellings: 79 Survey date: WEDNESDAY 23/10/13</p> | <p>DOWN</p> <p>Survey Type: MANUAL</p> |
| <p>12 DS-03-A-02 MIXED HOUSES RADBOURNE LANE DERBY</p> <p>Edge of Town Residential Zone Total Number of dwellings: 371 Survey date: TUESDAY 10/07/18</p> | <p>DERBYSHIRE</p> <p>Survey Type: MANUAL</p> |
| <p>13 ES-03-A-02 PRIVATE HOUSING SOUTH COAST ROAD PEACEHAVEN</p> <p>Edge of Town Residential Zone Total Number of dwellings: 37 Survey date: FRIDAY 18/11/11</p> | <p>EAST SUSSEX</p> <p>Survey Type: MANUAL</p> |
| <p>14 ES-03-A-03 MIXED HOUSES & FLATS SHEPHAM LANE POLEGATE</p> <p>Edge of Town Residential Zone Total Number of dwellings: 212 Survey date: MONDAY 11/07/16</p> | <p>EAST SUSSEX</p> <p>Survey Type: MANUAL</p> |
| <p>15 ES-03-A-04 MIXED HOUSES & FLATS NEW LYDD ROAD CAMBER</p> <p>Edge of Town Residential Zone Total Number of dwellings: 134 Survey date: FRIDAY 15/07/16</p> | <p>EAST SUSSEX</p> <p>Survey Type: MANUAL</p> |
| <p>16 EX-03-A-02 DETACHED & SEMI-DETACHED MANOR ROAD CHIGWELL GRANGE HILL</p> <p>Edge of Town Residential Zone Total Number of dwellings: 97 Survey date: MONDAY 27/11/17</p> | <p>ESSEX</p> <p>Survey Type: MANUAL</p> |

LIST OF SITES relevant to selection parameters (Cont.)

| | |
|---|--|
| <p>17 GM-03-A-10 DETACHED/SEMI BUTT HILL DRIVE MANCHESTER PRESTWICH Edge of Town Residential Zone Total Number of dwellings: 29 Survey date: WEDNESDAY 12/10/11</p> | <p>GREATER MANCHESTER</p> <p>Survey Type: MANUAL</p> |
| <p>18 HC-03-A-21 TERRACED & SEMI-DETACHED PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total Number of dwellings: 39 Survey date: TUESDAY 13/11/18</p> | <p>HAMPSHIRE</p> <p>Survey Type: MANUAL</p> |
| <p>19 HC-03-A-22 MIXED HOUSES BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total Number of dwellings: 40 Survey date: WEDNESDAY 31/10/18</p> | <p>HAMPSHIRE</p> <p>Survey Type: MANUAL</p> |
| <p>20 KC-03-A-04 SEMI-DETACHED & TERRACED KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total Number of dwellings: 110 Survey date: FRIDAY 22/09/17</p> | <p>KENT</p> <p>Survey Type: MANUAL</p> |
| <p>21 KC-03-A-07 MIXED HOUSES RECVLVER ROAD HERNE BAY</p> <p>Edge of Town Residential Zone Total Number of dwellings: 288 Survey date: WEDNESDAY 27/09/17</p> | <p>KENT</p> <p>Survey Type: MANUAL</p> |
| <p>22 LC-03-A-31 DETACHED HOUSES GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total Number of dwellings: 32 Survey date: FRIDAY 17/11/17</p> | <p>LANCASHIRE</p> <p>Survey Type: MANUAL</p> |
| <p>23 NE-03-A-02 SEMI DETACHED & DETACHED HANOVER WALK SCUNTHORPE</p> <p>Edge of Town No Sub Category Total Number of dwellings: 432 Survey date: MONDAY 12/05/14</p> | <p>NORTH EAST LINCOLNSHIRE</p> <p>Survey Type: MANUAL</p> |
| <p>24 NF-03-A-03 DETACHED HOUSES HALING WAY THETFORD</p> <p>Edge of Town Residential Zone Total Number of dwellings: 10 Survey date: WEDNESDAY 16/09/15</p> | <p>NORFOLK</p> <p>Survey Type: MANUAL</p> |
| <p>25 NY-03-A-07 DETACHED & SEMI DET. CRAVEN WAY BOROUGHBRIDGE</p> <p>Edge of Town No Sub Category Total Number of dwellings: 23 Survey date: TUESDAY 18/10/11</p> | <p>NORTH YORKSHIRE</p> <p>Survey Type: MANUAL</p> |

LIST OF SITES relevant to selection parameters (Cont.)

| | |
|--|--|
| <p>26 NY-03-A-10 HOUSES AND FLATS BOROUGHBRIDGE ROAD RIPON</p> <p>Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: TUESDAY 17/09/13</p> | <p>NORTH YORKSHIRE</p> <p>Survey Type: MANUAL</p> |
| <p>27 NY-03-A-11 PRIVATE HOUSING HORSEFAIR BOROUGHBRIDGE</p> <p>Edge of Town Residential Zone Total Number of dwellings: 23 Survey date: WEDNESDAY 18/09/13</p> | <p>NORTH YORKSHIRE</p> <p>Survey Type: MANUAL</p> |
| <p>28 RO-03-A-03 DETACHED HOUSES N61 BOYLE GREATMEADOW Edge of Town No Sub Category Total Number of dwellings: 23 Survey date: THURSDAY 25/09/14</p> | <p>ROSCOMMON</p> <p>Survey Type: MANUAL</p> |
| <p>29 SC-03-A-04 DETACHED & TERRACED HIGH ROAD BYFLEET</p> <p>Edge of Town Residential Zone Total Number of dwellings: 71 Survey date: THURSDAY 23/01/14</p> | <p>SURREY</p> <p>Survey Type: MANUAL</p> |
| <p>30 SF-03-A-05 DETACHED HOUSES VALE LANE BURY ST EDMUNDS</p> <p>Edge of Town Residential Zone Total Number of dwellings: 18 Survey date: WEDNESDAY 09/09/15</p> | <p>SUFFOLK</p> <p>Survey Type: MANUAL</p> |
| <p>31 SH-03-A-05 SEMI-DETACHED/TERRACED SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13</p> | <p>SHROPSHIRE</p> <p>Survey Type: MANUAL</p> |
| <p>32 SH-03-A-06 BUNGALOWS ELLESMERE ROAD SHREWSBURY</p> <p>Edge of Town Residential Zone Total Number of dwellings: 16 Survey date: THURSDAY 22/05/14</p> | <p>SHROPSHIRE</p> <p>Survey Type: MANUAL</p> |
| <p>33 SM-03-A-01 DETACHED & SEMI WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total Number of dwellings: 33 Survey date: THURSDAY 24/09/15</p> | <p>SOMERSET</p> <p>Survey Type: MANUAL</p> |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
| | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 44 | 110 | 0.074 | 44 | 110 | 0.299 | 44 | 110 | 0.373 |
| 08:00 - 09:00 | 44 | 110 | 0.137 | 44 | 110 | 0.417 | 44 | 110 | 0.554 |
| 09:00 - 10:00 | 44 | 110 | 0.157 | 44 | 110 | 0.185 | 44 | 110 | 0.342 |
| 10:00 - 11:00 | 44 | 110 | 0.134 | 44 | 110 | 0.158 | 44 | 110 | 0.292 |
| 11:00 - 12:00 | 44 | 110 | 0.141 | 44 | 110 | 0.165 | 44 | 110 | 0.306 |
| 12:00 - 13:00 | 44 | 110 | 0.174 | 44 | 110 | 0.159 | 44 | 110 | 0.333 |
| 13:00 - 14:00 | 44 | 110 | 0.175 | 44 | 110 | 0.173 | 44 | 110 | 0.348 |
| 14:00 - 15:00 | 44 | 110 | 0.187 | 44 | 110 | 0.203 | 44 | 110 | 0.390 |
| 15:00 - 16:00 | 44 | 110 | 0.276 | 44 | 110 | 0.193 | 44 | 110 | 0.469 |
| 16:00 - 17:00 | 44 | 110 | 0.292 | 44 | 110 | 0.175 | 44 | 110 | 0.467 |
| 17:00 - 18:00 | 44 | 110 | 0.362 | 44 | 110 | 0.167 | 44 | 110 | 0.529 |
| 18:00 - 19:00 | 44 | 110 | 0.308 | 44 | 110 | 0.182 | 44 | 110 | 0.490 |
| 19:00 - 20:00 | 1 | 97 | 0.062 | 1 | 97 | 0.052 | 1 | 97 | 0.114 |
| 20:00 - 21:00 | 1 | 97 | 0.031 | 1 | 97 | 0.021 | 1 | 97 | 0.052 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.510 | | | 2.549 | | | 5.059 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 6 - 805 (units:)
 Survey date range: 01/01/11 - 20/11/18
 Number of weekdays (Monday-Friday): 44
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



**PROPOSED NEW SETTLEMENT
ON LAND AT
BESLOW, UPPINGTON, SHROPSHIRE**

LANDSCAPE REPORT

Prepared for:

Raby Estate

Prepared by:

Allan Moss Associates Ltd

August 2019

CONTENTS

1.0 INTRODUCTION

- 1.1 Summary of Proposals
- 1.2 Scope of Report

2.0 LANDSCAPE & VISUAL BASELINE

- 2.1 Description of Site and Surrounding Locality
- 2.2 Overall Visibility
- 2.3 Visual Receptors

3.0 LANDSCAPE CHARACTER CLASSIFICATIONS

- 3.1 National Landscape Character Classifications
- 3.2 Shropshire Landscape Typology 2006
- 3.3 Shrewsbury & Atcham Landscape Sensitivity & Capacity Study 2007
- 3.4 Shropshire Landscape & Visual Sensitivity Assessment 2018

4.0 LANDSCAPE SENSITIVITY CONSIDERATIONS

- 4.1 Relationship to Existing Settlements
- 4.2 Landform and Vegetation
- 4.3 Proximity of Sensitive Landscape Features
- 4.4 Valued Landscapes

5.0 POTENTIAL LANDSCAPE & VISUAL EFFECTS

- 5.1 Potential Effects on Existing Landscape Features
- 5.2 Potential Effects on Landscape Character
- 5.3 Potential Effects on Visual Amenity
- 5.4 Potential Effects on Valued Landscapes

6.0 LANDSCAPE MITIGATION & ENHANCEMENT

- 6.1 Recommendations

REFERENCES

APPENDICES

- A Location Plan
- B Illustrative Masterplan
- C Aerial Photographs (June 2018)
- D Photographs 1 to 16
- E Public Rights of Way
- F Zone of Theoretical Visibility (ZTV)
- G Visual Receptor Plan
- H Views from Valued Landscapes
- I Extracts from Shropshire Landscape Typology 2006

(full frame sensor) fitted with a fixed 50mm lens. Photograph locations are indicated on the plans at Appendix G & H.

1.0 INTRODUCTION

1.1 Summary of Proposals

- 1.1.1 Raby Estate is promoting land at Beslow, near Uppington, for a strategic allocation as a ‘Garden Village’ new settlement through the Shropshire Local Plan review process.
- 1.1.2 The site is indicated on the Location Plan at Appendix A. A development of up to 3,500 dwellings is envisaged along with 17ha of employment land, 2 primary schools and a local centre. The total developed area would be approximately 130ha with a further 130ha being made available for infrastructure and public open space within the development. Additional land around the development can also include additional open space provision. New access roads would be created from the B5061 and the B 4380.
- 1.1.3 A copy of the Illustrative Masterplan for the proposed development, prepared by URBED, is provided at Appendix B.

1.2 Scope of Report

- 1.2.1 This Landscape Report provides an evidence base to inform the Local Plan review from a landscape character and visual amenity perspective. In particular the report covers the following matters:
 - Description of the site and the surrounding locality; a summary of the overall visibility; and the identification of potential visual receptor locations relevant to the proposed development.
 - Identification of relevant landscape character classifications.
 - Consideration of landscape sensitivity matters such as the relationship to existing settlements, existing landform and vegetation, proximity of sensitive landscape features and valued landscapes.
 - Consideration of the potential effects of the proposed development in terms of landscape character and visual amenity.
 - Recommendations for landscape mitigation and enhancement measures to be incorporated into the emerging proposals.
- 1.2.2 The report has been prepared by Allan Moss who is a chartered landscape architect and town planner with over 39 years' experience in both private and public sectors.
- 1.2.3 The site and the local area was visited in August 2019 for the purpose of preparing this report.
- 1.2.4 A list of references is given at the end of this report and the various plans and photographs referred to are included as appendices. All the photographs, apart from aerial views, have been taken with a Canon EOS 5D MkIII DSLR camera

2.0 LANDSCAPE & VISUAL BASELINE

2.1 Description of Site and Surrounding Locality

- 2.1.1 The site is located to the west of Uppington as indicated on the location plan at Appendix A. It comprises of several large and medium scale arable fields along with some small areas of woodland. There is a group of operational farm buildings at Beslow in the western part of the site and further redundant farm buildings at Horn Cottage in the eastern part of the site. There is no longer a cottage at Horn Cottage. The only residential properties on the site are Beslow Cottages, to the north-west of Beslow, which are owned by the estate.
- 2.1.2 The land sits between the 65m - 105m contours as indicated on the OS base at Appendix A and slopes gently in a south to north direction towards the Bell Brook.
- 2.1.3 Existing features on the site and in the wider landscape are illustrated on the aerial photographs at Appendix C, which date from June 2018. Views towards the site from the surrounding locality are illustrated in the photographs at Appendix D.
- 2.1.4 The site is bounded by the tree lined Bell Brook to the north and by mature hedgerows to the south, east and west. The internal field boundaries are also generally defined by mature hedgerows. There are a few scattered trees within the site and in the perimeter hedgerows along with two small blocks of woodland near to the Beslow farm buildings.
- 2.1.5 There are private estate roads accessing the site from Uppington in the east, Donnington in the south and the Horseshoe Inn (now closed) in the north. There is a public bridleway (0442/11) running in a north/south direction from the Horseshoe Inn to Donnington partly along the estate roads. There are also public footpaths running along the southern site boundary (0442/1) and in the fields to the north (0442/3). These routes and other public rights of way in the local area are indicated on the plan at Appendix E.
- 2.1.6 There is a high voltage power line crossing the eastern part of the site with two pylons located in the easternmost field. These provide a useful reference point when identifying the site from more distant viewpoints.
- 2.1.7 The site is surrounded by further farmland, most of which is also in the estate's ownership.

2.2 Overall Visibility

- 2.2.1 A zone of theoretical visibility (ZTV) plan has been provided at Appendix F. This shows a computer model prediction of the potential visibility of the proposed development using OS Terrain 5 DTM data and LSS software. The ZTV has been created using the vertical subtended angle of view method with

the proposed development area modelled at 10.0m high (allowing for up to 3-storey dwellings) and the observer's eye level modelled at 1.65m high. The remainder of the computer model is based on a 'bare earth' scenario without taking account of the screening effect of trees, woodlands, hedgerows and buildings/structures in the wider landscape. Vertical angles of view less than 0.1° have been excluded as these are unlikely to give rise to anything more than negligible visual effects.

- 2.2.2 In reality there are numerous trees, woodlands, hedgerows and built structures in the surrounding landscape that would inevitably reduce the degree to which the proposed development would be visible on the ground. The ZTV should therefore be treated as a study area for more detailed observations in the field, rather than a definitive representation of the actual visibility of the proposed development.
- 2.2.3 The ZTV does however confirm that the highest levels of visibility of the proposed development would be confined to a relatively localised area around the site.

2.3 Visual Receptors

- 2.3.1 The main visual receptor locations with potential views of the site are listed in Table 1 below. Each location is numbered and can be cross referenced to the Visual Receptor Plan at Appendix G.

Table 1: Relevant Visual Receptor Locations

| Ref | Receptor Location | Distance from Site | Elevation (AOD) | Comments |
|-----|---|--------------------|-----------------|---|
| | Public locations with views of site: | | | |
| 1 | Bridleway 0442/11 | 0-450m | 67-81m | Open views as it crosses site (Photos 1 & 2 from approaches) |
| 2 | Footpath 0442/3 | 90-150m | 85-95m | Partial short distance views (Photos 3 & 4) |
| 3 | Footpaths 0442/1 & 0442/9 | 1-450m | 80-105m | Site largely screened by boundary hedges. Variable intermittent views (Photos 5, 6 & 7) |
| 4 | B5061 | 0-620m | 70-84m | Partial middle distance views (Photo 8) |
| 5 | Road to Uppington | 550-600m | 84-94m | Site largely screened by intervening vegetation (Photo 9) |
| 6 | Bridleway 0442/2 | 600m | 100m | Site largely screened by intervening vegetation (Photo 10) |
| 7 | B4380 | 0-550m | 70-75m | Views of new access road junction only |

| | Private dwellings with views of site: | | | |
|----|---------------------------------------|----------|---------|---|
| 8 | Beslow Cottages | Within | 75m | Likely open views |
| 9 | Dwellings to south | 225-475m | 75-125m | Potential middle distance views from up to 6 properties |
| 10 | Broadlands/White Gates | 350m | 74m | Potential middle distance views |

NB. Elevations for receptor locations compare with an elevation of 65-105m AOD for the site.

- 2.3.2 The main close up public views are from Bridleway 0442/11 which passes through the western part of the site in a north/south direction. The southern approach to the site is illustrated in Photograph 1 at Appendix D and the northern approach is illustrated in Photograph 2.
- 2.3.3 There are also partial short distance views from Footpath 0422/3 which runs through the fields to the north, approximately 90-150m away. The western part of the site is substantially screened from this footpath by the intervening vegetation along the Bell Brook, however there are views of the eastern part of the site through breaks in this vegetation as illustrated in Photographs 3 & 4. The Horn Cottage farm buildings provide a useful point of reference in these views.
- 2.3.4 Footpath 0442/1 runs from Uppington in the east to towards Charlton Hill Gorse to the south. The footpath continues in a south-westerly direction towards Donnington, but the footpath reference changes to 0442/9. For much of its length this footpath runs along the south-eastern site boundary but views into the site are obscured by the boundary hedgerow. Photograph 5 illustrates the view from the east near to Uppington where the eastern fields are partially visible through the tree belt along the Bell Brook. Photograph 6 illustrates the only view into the site from the southern boundary at a field entrance. Photograph 7 is taken from the field to the south which was covered in a crop of tall beans at the time of the visit. The site sits behind the boundary hedgerow and trees when viewed from this direction.
- 2.3.5 The B5061 (formerly the A5) follows the line of the Roman Road of Watling Street. The site is largely hidden from view from this road apart from a short section to the north near Wheathill Cottages where there are partial middle distance views as illustrated in Photograph 8. There would also be views of the proposed site access road where it joins the B5061.
- 2.3.6 The site is largely screened from view by intervening vegetation along the road from the B5061 to Uppington. Photograph 9 illustrates one of the few views from this road where the site is largely hidden by the cricket pavilion and associated hedgerow.
- 2.3.7 Similarly views from Bridleway 0442/2 to the south of Uppington are largely screened by intervening vegetation. Photograph 10 illustrates one of only two locations from where the site can be glimpsed along this route.

- 2.3.8 The B4380 runs to the south-west approximately 500m away. There are no views of the main site from this road, but there would be views of the proposed site access road where it joins the B4380.
- 2.3.9 The main private dwellings likely to be affected by the development are Beslow Cottages which are located within the western part of the site near to the Beslow farm buildings. These are likely to have open views of any development proposed, but they are owned by the estate.
- 2.3.10 There are up to 6 dwellings to the south around Donnington and Charlton Hill Gorse with potential views (The Wythyns, Donnington Farm, School Lane Cottages, Lundbreak & No 4 Charlton Hill). These vary in distance from 225m to 475m away. Other residential properties with potential views are Broadland/White Gates approximately 350m to the north-west.

3.0 LANDSCAPE CHARACTER CLASSIFICATIONS

3.1 National Landscape Character Classifications

- 3.1.1 Natural England has published a national study describing broad areas of distinct landscape character. These national character areas provide a useful framework within which more detailed local studies can be carried out.
- 3.1.2 The site is located at the southern end of National Character Area 61: Shropshire, Cheshire and Staffordshire Plain¹ near its interface with National Character Area 65: Shropshire Hills².

3.2 Shropshire Landscape Typology 2006

- 3.2.1 Within Natural England's broad framework of national character areas the Shropshire Landscape Typology³ provides a more detailed level of classification. This study classifies the site as falling within the 'Estate Farmlands' landscape type. Details of this landscape type are provided at Appendix I.
- 3.2.2 The key landscape characteristics of the 'Estate Farmlands' are identified as:
- Mixed farming land use
 - Clustered settlement pattern
 - Large country houses with associated parklands
 - Planned woodland character
 - Medium to large scale landscapes with framed views

3.3 Shrewsbury & Atcham Landscape Sensitivity & Capacity Study 2007

- 3.3.1 The Shrewsbury & Atcham Landscape Sensitivity & Capacity Study⁴ formed part of the evidence base for the Shropshire SAMDev Plan 2006-2026. It considered many potential development sites around Shrewsbury and the rural settlements in terms of their suitability for accommodating development from a landscape character perspective. However it did not consider the land at Beslow.

3.4 Shropshire Landscape & Visual Sensitivity Assessment 2018

- 3.4.1 The Shropshire Landscape & Visual Sensitivity Study forms part of the evidence base for the current Shropshire Local Plan Review. It comprises a series of documents which assess the landscape and visual sensitivity of individual towns and villages and provide design guidance for those settlements. However none of the documents are relevant to the land at Beslow.

4.0 LANDSCAPE SENSITIVITY CONSIDERATIONS

4.1 Relationship to Existing Settlements

- 4.1.1 The site is physically separate from any existing settlement. The nearest settlements are: Uppington (approximately 350m to the east); Donnington (approximately 450m to the south); and Wroxeter (approximately 950m to the west).

4.2 Landform and Vegetation

- 4.2.1 The application site occupies gently sloping ground on the southern side of the Bell Brook. The northern part of the site is low lying and largely screened by the trees lining the brook. The southern part of the site rises gently towards Charlton Hill, whilst the western fields fall away to the west.
- 4.2.2 It is evident from the photographs at Appendix D that the combination of gently rolling topography combined with good woodland, tree and hedgerow cover in the wider landscape enables the site to sit discretely within its surroundings. Given the scope for extensive new tree planting in the proposed open space areas in and around the development the site should be capable of absorbing a new settlement on the scale proposed without giving rise to unacceptable landscape and visual effects on the wider countryside.

4.3 Proximity of Sensitive Landscape Features

- 4.3.1 The Shropshire Environmental Network Map does not indicate any national or local designated wildlife sites in close proximity to the site. The Bell Brook is identified as an important watercourse corridor.
- 4.3.2 The Historic England Web site indicates that the nearest listed building is Uppington Church (Grade II*) approximately 330m to the east. The church tower is visible from the higher ground on the south-eastern part of the site. The site is partially visible from the churchyard. Other listed buildings in Uppington are screened from the site by intervening vegetation.
- 4.3.3 The Horse Shoe Inn (Grade II listed) lies approximately 340m to the north and Donnington House (Grade II listed) lies approximately 500m to the south. Both of the properties are also screened from the site by intervening vegetation.
- 4.3.4 The Roman town of Wroxeter (SAM) lies approximately 400m to the west. The site is not visible from the publicly accessible parts of the Wroxeter Roman City visitor attraction. Based on observations from the site there does however appear to be inter-visibility with other parts of the scheduled monument area to the east that are not publicly accessible.

4.4 Valued Landscapes

- 4.4.1 There are no national or local landscape designations directly affecting the site. The site and the immediate surrounding countryside is therefore considered to be of value at a local level only. The nearest valued landscapes of more than local level importance are indicated on the map at Appendix H.
- 4.4.2 The Shropshire Hills Area of Outstanding Natural Beauty (AONB) lies approximately 2km to the east and south-east. This is recognised as a landscape of national importance by virtue of its designation. The Wrekin, which forms part of the AONB, is clearly visible from the site. There are elevated views from the top of the Wrekin towards the site as illustrated in Photograph 11.
- 4.4.3 The Wrekin Forest Strategic Landscape is a landscape policy designation in the adopted Telford & Wrekin Local Plan. It should be treated as being of district level importance. The designated area extends beyond the Shropshire Hills AONB to provide additional protection to the landscape around the Wrekin. There are no obvious views of the site from this locality. Photograph 12 illustrates the view from Wrekin Course approximately 2.8km to the east. Whilst the southernmost pylon on the site is just visible in this photograph the site is largely hidden by intervening vegetation.
- 4.4.4 The Roman town of Wroxeter (Viriconium) which lies approximately 400m to the west is a heritage asset of national importance, but given its scale and influence on the character of the area it should probably also be treated as a valued landscape. The site is hidden from view from the Wroxeter Roman City visitor attraction by the perimeter hedgerow as illustrated in Photograph 13. This is the only publicly accessible part of the scheduled monument. Based on observations from the site there does however appear to be inter-visibility with other parts of the scheduled monument area to the east that are not publicly accessible.
- 4.4.5 Attingham Park which lies approximately 1.6km to the north-west is a Grade II* Registered Parkland and a historical landscape of national importance. This is a designed parkland and the perimeter trees have been deliberately planted to prevent incidental views outwards. As a consequence the site is generally hidden from view by the perimeter trees as illustrated in Photograph 14. There is only one minor incidental view towards the site through a gap in the perimeter trees as illustrated in Photograph 15.
- 4.4.6 Haughmond Hill, which is not indicated on the map at Appendix H, lies approximately 5.2km to the west. This is not a designated landscape, however it is a recognised local landmark and beauty spot that is important at more than just a local level. It is also clearly visible from the site. Photograph 16 illustrates the view from the south-eastern part of Haughmond Hill towards the site. From here the site sits low in the landscape amongst blocks of woodland and against the backdrop of rising ground.

5.0 POTENTIAL LANDSCAPE & VISUAL EFFECTS

5.1 Potential Effects on Existing Landscape Features

- 5.1.1 Given the conceptual nature of the current masterplan it is uncertain at this stage of the project to what extent existing landscape features would be affected.
- 5.1.2 It is assumed that most of the external boundary tree belts and hedgerows would be capable of retention. It is possible that many of the internal trees, woodland areas and hedgerows might also be capable of being retained and incorporated into the emerging layouts. A detailed arboricultural survey would need to be prepared to inform the design process.
- 5.1.3 There would clearly be some tree and hedgerow loss where the proposed new access roads break out of the site and where they join the existing road network and where internal circulation routes break through internal hedgerows.
- 5.1.4 The existing traditional farm buildings at Beslow and Horn Cottage would also need to be assessed to establish whether they are worthy of being retained and capable of being converted to new uses.

5.2 Potential Effects on Landscape Character

- 5.2.1 At a site level there would inevitably be a major change in character from arable farmland to the creation of a new settlement should the site be developed.
- 5.2.2 However URBED's Wolfson Prize winning 'Garden Village' concept offers the potential for generous areas of open space within and around the settlement (in the form of a country park) with 1ha of open space to match every hectare of built development. There would therefore be opportunities for extensive tree and woodland planting as well as open areas to soften the development as a whole and help to integrate it with its surroundings.
- 5.2.3 With high standards of urban, architectural and landscape design the development does have the potential to make a positive contribution to the character of the area but it is premature at this stage to make judgements about such matters.

5.3 Potential Effects on Visual Amenity

- 5.3.1 Potential visual receptor locations that may be affected by the proposed development are identified in Table 1 above and on the visual receptor plan at Appendix G. The visual effect of the proposed development from these locations is considered below.

- 5.3.2 There would clearly be close up views of the proposed development from Bridleway 0442/11 which passes through the western part of the site. It is assumed that this route will be incorporated into the emerging layout in an appropriate manner. Links could also be provided from this route to the proposed country park around the development to provide better public access to the countryside.
- 5.3.3 Whilst there would also be potential short distance views of the development from Footpath 0422/3, which runs through the fields to the north, and Footpaths 0442/1 & 0442/9, which run through the fields to the south, these footpaths could also be incorporated into the proposed country park surrounding the development. There would clearly be changes to the visual amenity of these footpath routes but there is the potential to make the surrounding countryside more accessible not only to the residents of the Garden Village, but also to people living in the surrounding settlements.
- 5.3.4 Middle distance views of the development from locations such as the B5061, the road to Uppington and Bridleway 0442/2 could be largely screened over time by extensive tree and woodland planting in the proposed country park surrounding the development. There would however always be views of the proposed new access roads where they meet the B5061 and the B4370.
- 5.3.5 With respect to views from private dwellings, it is assumed that Beslow Cottages will be incorporated into the emerging layout in an appropriate manner. The development could be largely screened from the other private dwellings identified in this study by the extensive tree and woodland planting envisaged in the surrounding country park.

5.4 Potential Effects on Valued Landscapes

- 5.4.1 Valued landscapes in the local area are indicated on plan at Appendix H. There would not be any direct effects on the fabric and character of these landscapes but there is the potential for indirect effects by way of visual intrusion.
- 5.4.2 The Wrekin, which forms part of the Shropshire Hills AONB, is clearly visible from the site and there are elevated views from the top of the Wrekin towards the site as illustrated in Photograph 11 (approximately 3.4km away). It should be noted that large parts of the urban areas of Telford and Shrewsbury are also visible from the top of the Wrekin so urban development already forms part of the character of those views as well as the extensive areas of countryside.
- 5.4.3 The proposed development would clearly be visible as a whole from The Wrekin. Whilst it could be substantially softened over time by new tree and woodland planting within and around the development the roofscape will be particularly important. This could be addressed through positive design to create interest in the landscape. Church towers, clock towers and vernacular roofing styles all contribute positively to the character of the Shropshire countryside and such features could provide inspiration for a positive design

solution. There might also be the potential for Roman influences inspired nearby Wroxeter. This will all require some careful thinking and sensitive design so it is premature to make judgements about such matters at this stage of the project.

- 5.4.3 The Wrekin Forest Strategic Landscape also includes the Wrekin but it extends beyond the AONB boundary towards the settlements of Aston, Rushton and Upper Longwood on the western side of the Wrekin. There are no obvious views of the site from these locations. The proposed development is therefore unlikely to have any effect on the visual amenity of this locality.
- 5.4.4 The proposed development would be hidden from view from the Wroxeter Roman City visitor attraction by the perimeter hedgerow around that site as illustrated in Photograph 13. This is the only publicly accessible part of the scheduled monument. Based on observations from the site there does however appear to be inter-visibility with other parts of the scheduled monument area to the east that are not publicly accessible. It would therefore be prudent to allow for substantial tree/woodland planting on the western side of the development to ensure that an adequate visual buffer is provided.
- 5.4.5 As explained in Section 4.4 the site is almost completely screened from view from Attingham Park by the perimeter trees on the eastern side of the park. There is only one minor incidental view towards the site through a gap in the perimeter trees as illustrated in Photograph 15. Given the extensive tree and woodland planting anticipated in the country park proposed around the new settlement there is unlikely to be anything more than a negligible effect on the visual amenity of Attingham Park.
- 5.4.6 Haughmond Hill lies 5.2km to the west beyond the map at Appendix H. From this location the proposed development site sits low in the landscape amongst blocks of woodland and against the backdrop of rising ground as illustrated in Photograph 16. It should be noted that Haughmond Hill also overlooks the town of Shrewsbury to the west so urban development already forms part of the character of the views from this location. Once the extensive tree and woodland planting in the country park around the new settlement becomes established the development would be largely screened from view from this direction.

6.0 LANDSCAPE MITIGATION & ENHANCEMENT

6.1 Recommendations

6.1.1 It is envisaged that detailed layouts and designs for this site will emerge taking account of the findings of this report and others. Matters that will require careful consideration from a landscape perspective are set out below:

- The ‘Garden Village’ concept proposed by URBED would be an appropriate way forward from a landscape character and visual amenity perspective. The generous areas of open space proposed within the new settlement and around it in the form of a country park will provide opportunities for extensive tree and woodland planting to soften the development as a whole and help to integrate it with its surroundings. High standards of urban, architectural and landscape design will be necessary to ensure that the development makes a positive contribution to the character of the area.
- Where possible, existing trees and hedgerows on and around the site should be retained and incorporated into the emerging layout. A detailed arboricultural survey to BS 5837:2012 would need to be prepared to inform the design process.
- The tree lined watercourse of the Bell Brook is a particularly important feature in the local landscape and it is also important in screening the site from the north. It is acknowledged that this would be affected by the new access road proposed from the B B5061, but otherwise it should be protected and reinforced.
- The existing traditional farm buildings at Beslow and Horn Cottage need to be assessed to establish whether they are worthy of being retained from a heritage perspective and capable of being converted to new uses from a structural perspective.
- Bridleway 0442/11 which passes through the western part of the site needs to be incorporated into the emerging layout in a positive way. Footpaths 0422/3 to the north and Footpaths 0442/1 & 0442/9 to the south need to be incorporated into the proposed country park surrounding the development. These routes also need to be linked together in order to provide a good public access network to the country park and countryside beyond.
- In view of the elevated views of the site from the Wrekin the roofscape will be an important aspect of the emerging designs. This could be addressed in a positive way to create interest in the landscape taking account of local influences such as vernacular roofing styles, church/clock towers, or even Roman influences given the proximity of Viriconium and Watling Street.

- Substantial tree planting would be required within the new settlement in order to soften the effects of the development and reinforce the Garden Village concept.

- In addition substantial native tree and woodland planting will be necessary in the country park areas surrounding the development. This would help to screen/soften the built form, provide a soft interface with the surrounding countryside and integrate the development with its surroundings in a way that is appropriate to the character of the Estate Farmlands landscape within which it sits. Particular emphasis should be given to tree/woodland planting on the western side of the development to ensure that an adequate visual buffer is provided to the Roman town of Wroxeter scheduled monument.

6.1.2 Further recommendations on landscape and visual matters are likely to emerge as the layout and designs progress.

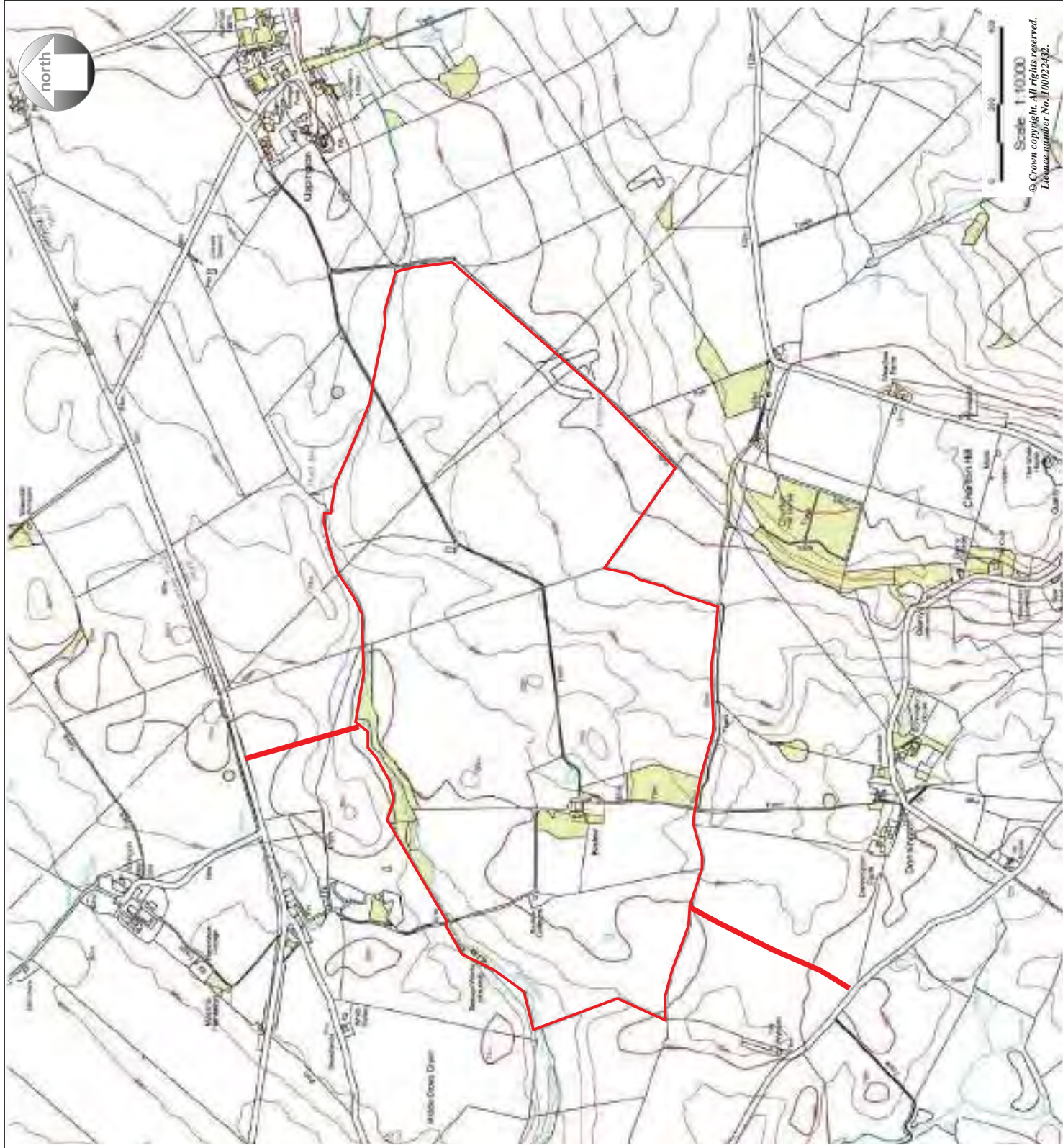
**Allan Moss BA (Hons), BPI, MRTPI, Dip LA, CMLI
August 2019**

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November 2018

APPENDIX A

Location Plan



KEY:  Site Location

Job: Proposed New Settlement on land at Beslow, Uppington, Shropshire

Title: Location Plan

Scale: 1:10,000 **Date:** Aug 2019

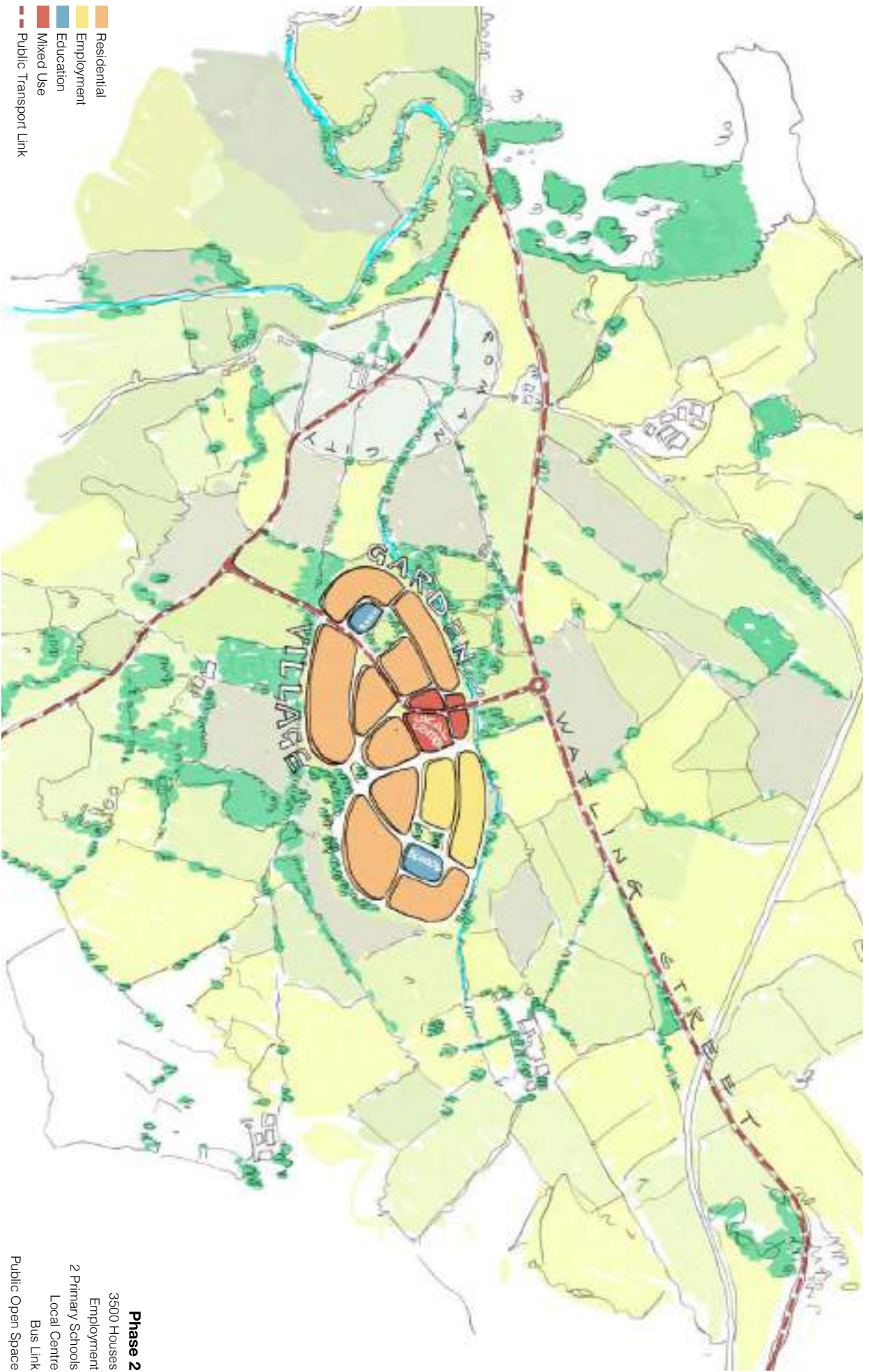
Drawing No: 1529.01 **Rev:**

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APPENDIX B
Illustrative Masterplan

APPENDIX C
Aerial Photographs (June 2018)

Illustrative Masterplan: 3500 Houses



Aerial Photograph of Site (June 2018)



Aerial Photograph of Wider Area (June 2018)





Photograph 1: View from Bridleway 0442/11 to south of site looking northwards.



Photograph 2: View from Bridleway 0442/11 to north of site looking southwards.

APPENDIX D
Photographs 1 to 16



Photograph 3: View from Footpath 0442/3 to north of site looking southwards.



Photograph 4: View from Footpath 0422/3 to north-east of site looking south-westwards.



Photograph 5: View from Footpath 0442/1 to east of site looking south-westwards.



Photograph 6: View from Footpath 0422/1 to south-east of site looking northwards.



Photograph 9: View from road to Uppington looking south-westwards.



Photograph 10: View from Bridleway 0442/2 looking westwards.



Photograph 11: View from The Wrekin looking westwards.



Photograph 12: View from Wrekin Course looking westwards.



Photograph 7: View from Footpath 0442/9 to south-east of site looking north-westwards.



Photograph 8: View from B5061 to north of site looking southwards.



Photograph 13: View from Wroxeter Roman City looking eastwards.



Photograph 14: Typical view from edge of Attingham Park looking south-eastwards.



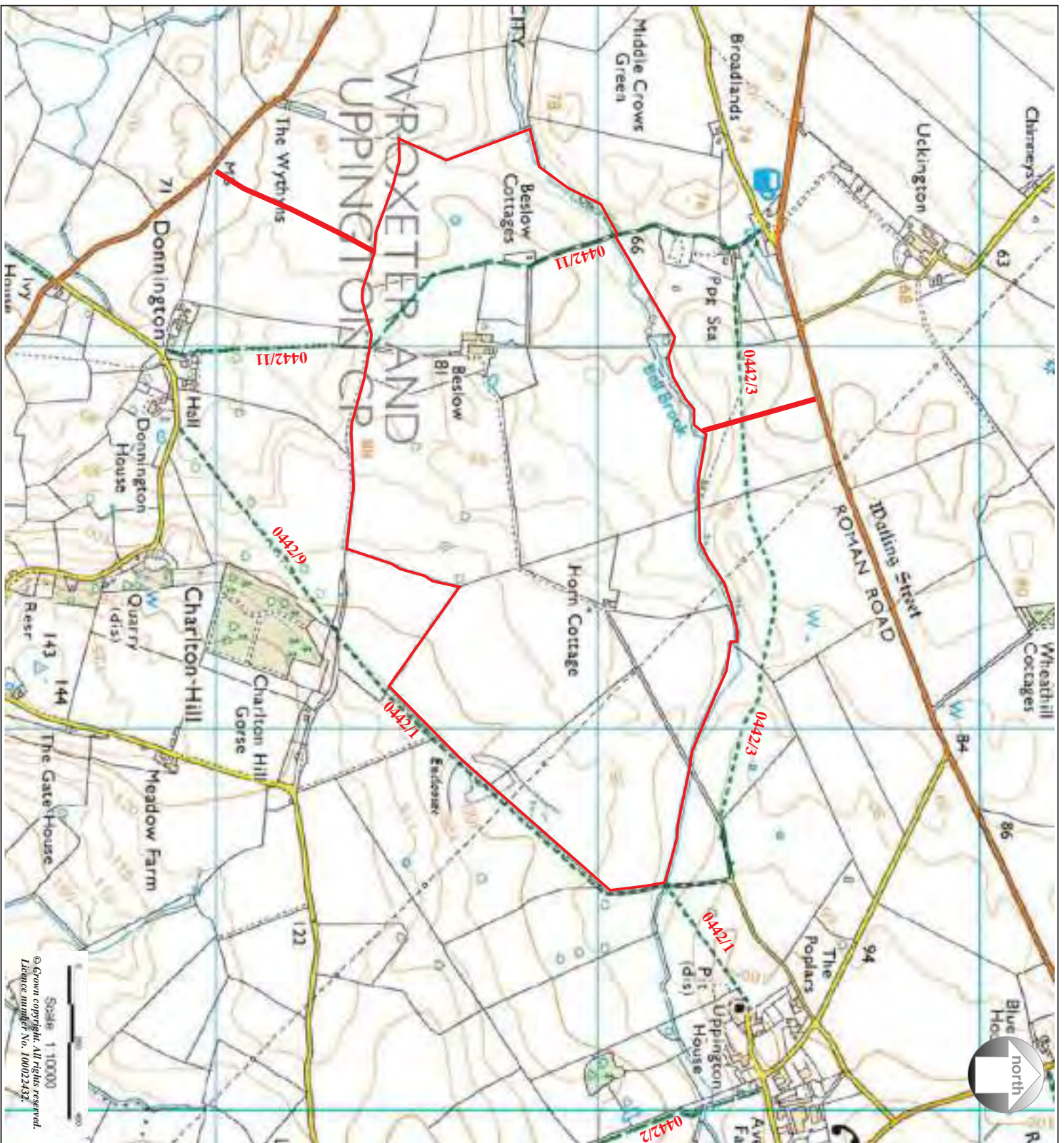
Photograph 15: Only view of site from Attingham Park.



Photograph 16: View from Haughmond Hill looking south-eastwards.

APPENDIX E
Public Rights of Way

APPENDIX F
Zone of Theoretical Visibility (ZTV)



Scale 1:10000
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- KEY:**
- Site Location

- PUBLIC RIGHTS OF WAY**
- Footpath
 - Bridleway
 - Highway open to all traffic
 - Restricted highway limited use by mechanically propelled vehicles
- OTHER PUBLIC ACCESS**
- Other routes with public access
 - Recreational areas / recreation ground
 - National Trail

Job: Proposed New Settlement on land at Bestow, Uppington, Shropshire

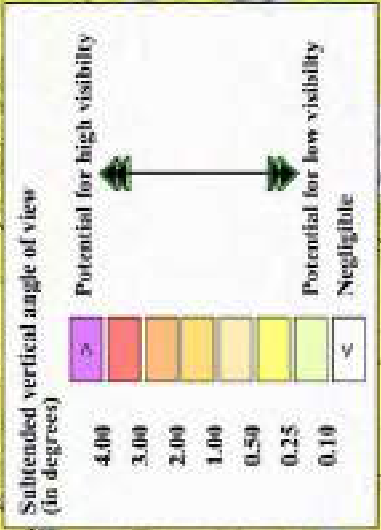
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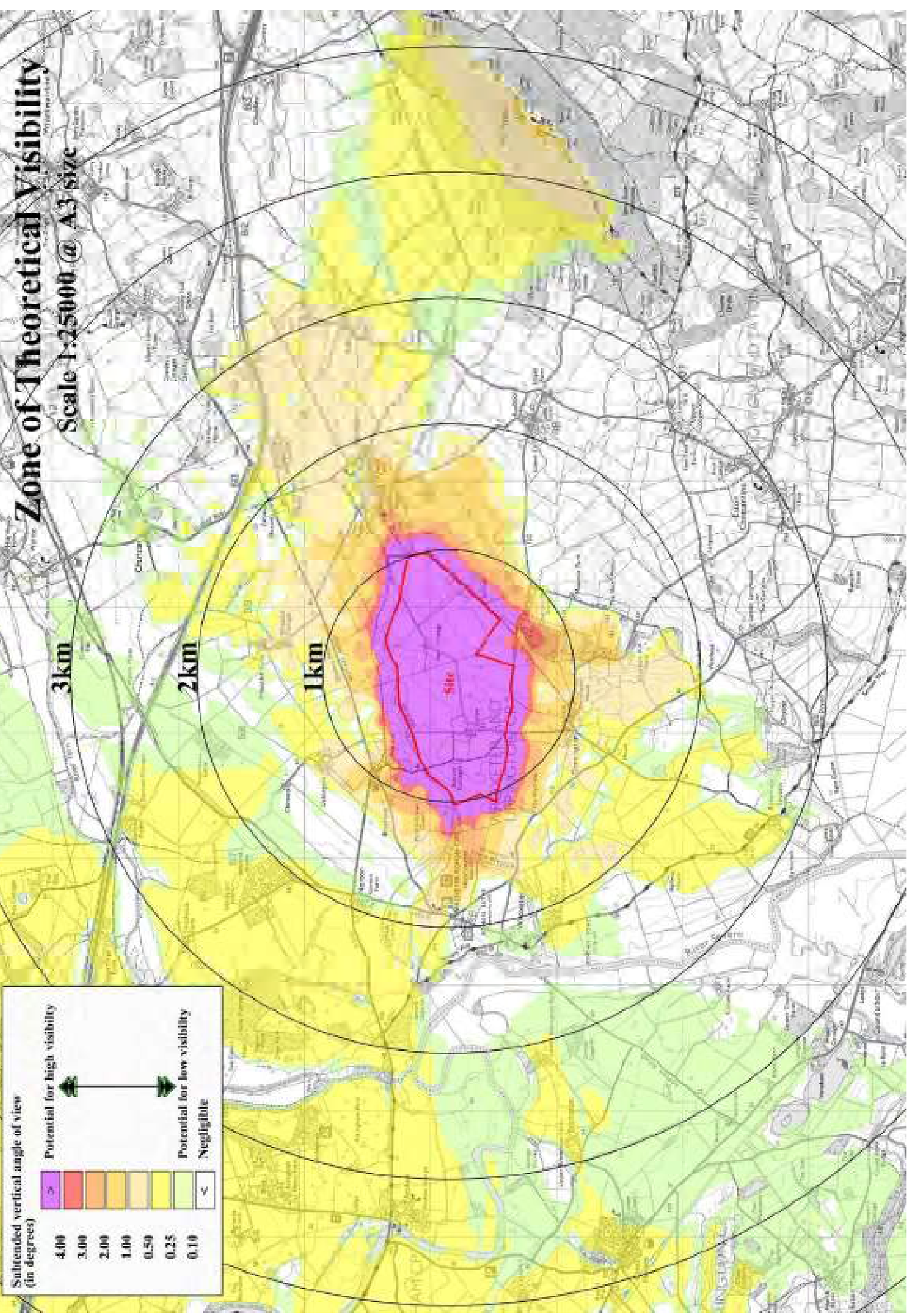
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Zone of Theoretical Visibility

Scale 1:25000 @ A3 size

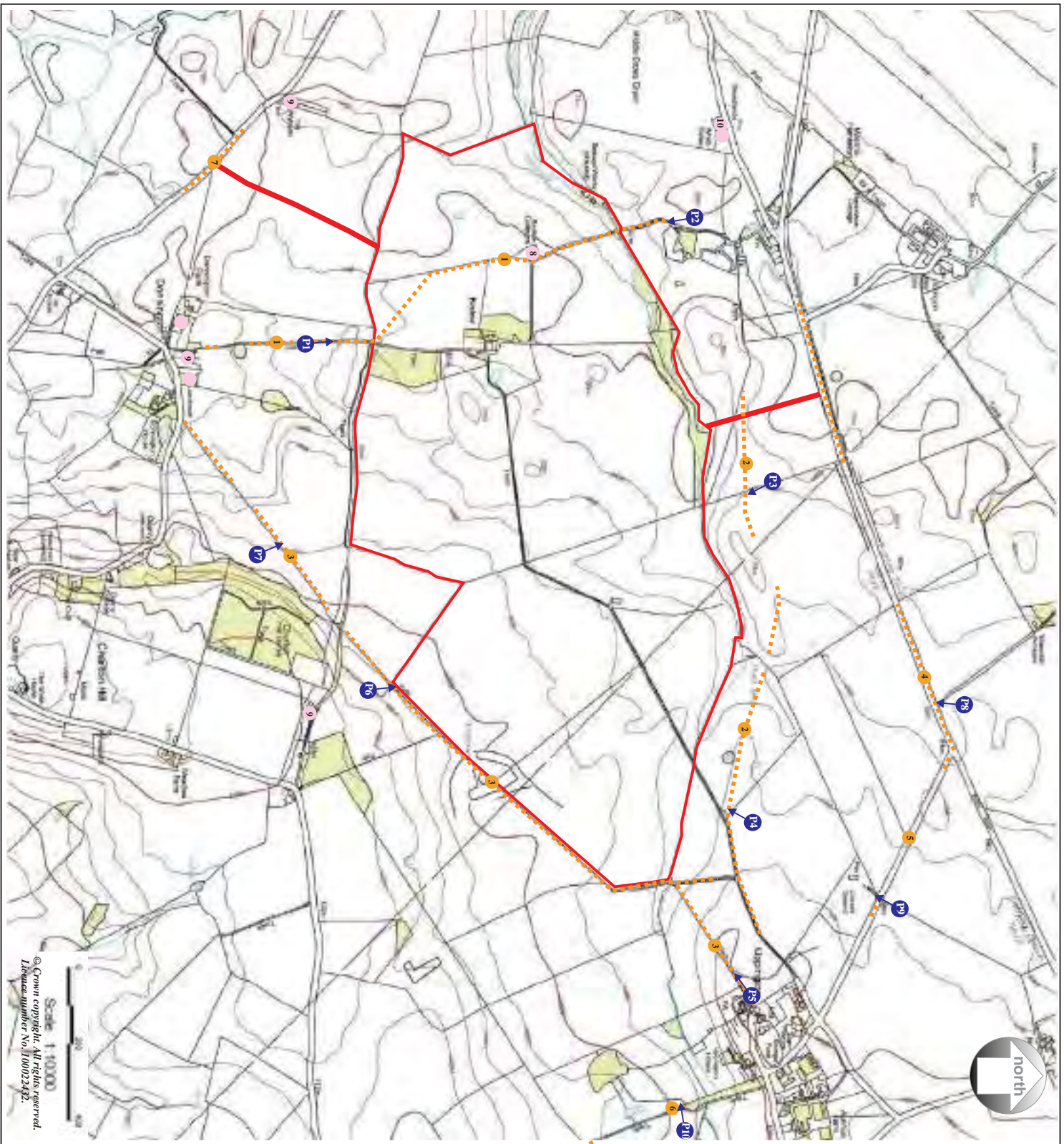


3km
2km
1km



APPENDIX G Visual Receptor Plan


APPENDIX H
Views from Valued Landscapes



KEY:

 Site Location

 Photograph Locations

 Public locations with potential views of site:

1. Bridleway 0442/11
2. Footpath 0442/3
3. Footpaths 0442/1 & 0442/9
4. B5061
5. Road to Uppington
6. Bridleway 0442/2
7. B4380

 Private dwellings with potential views of site:

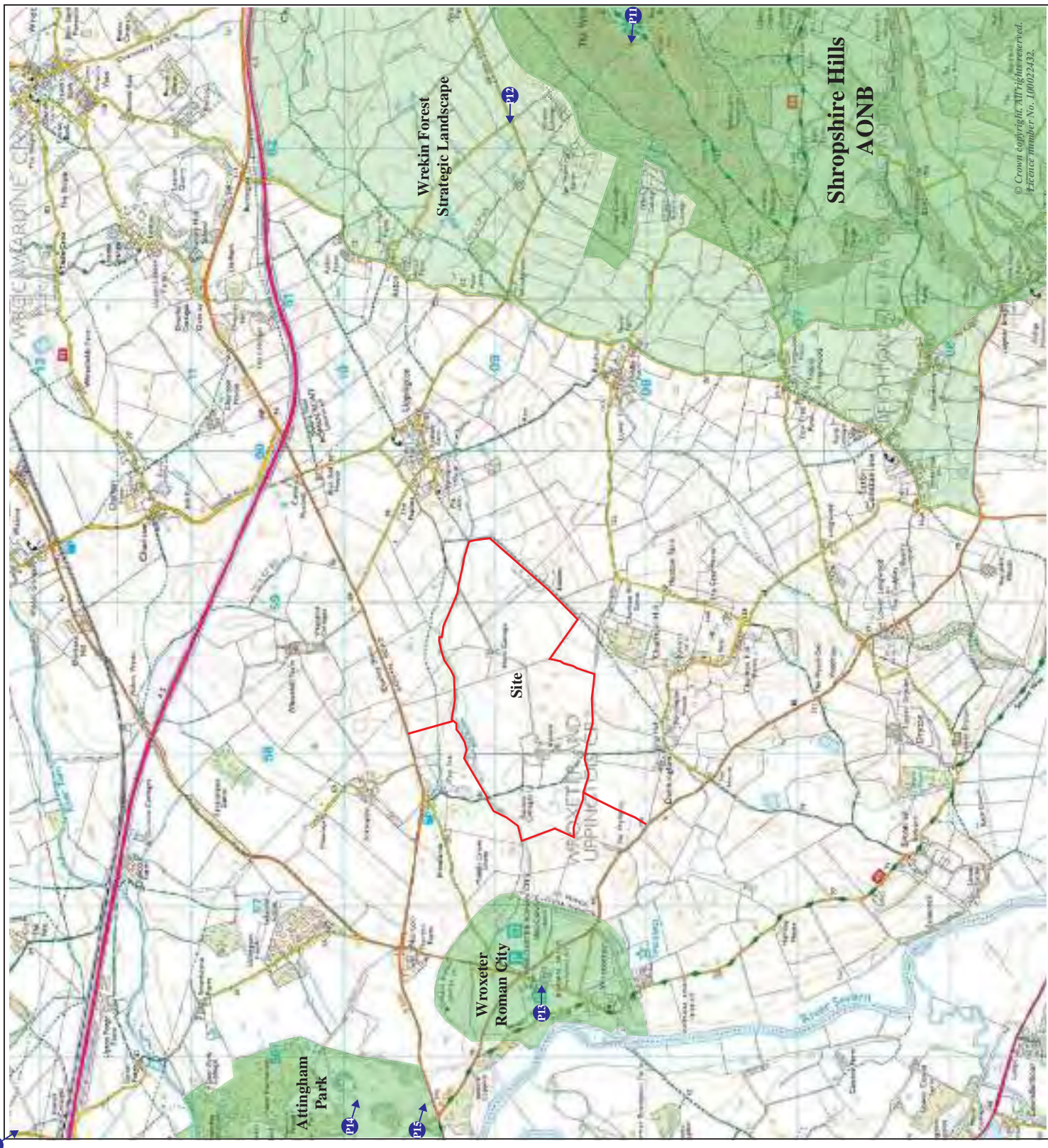
8. Beslow Cottages
9. Dwellings to South
10. Broadlands/White Gates




Job: **Proposed New Settlement on land at Beslow, Uppington, Shropshire**

Title: **Visual Receptor Plan**


Scale: **1:10,000** Date: **Aug 2019**

Drawing No: **1529_03** Rev:



| | | |
|-------------|---|----------------------|
| KEY: |  | Site Location |
| |  | Photograph Locations |
| |  | Valued Landscapes |

| | |
|--------------------|--|
| Job: | Proposed New Settlement on land at Beslow, Uppington, Shropshire |
| Title: | Views from Valued Landscapes |
| Scale: | 1:25,000 |
| Date: | Aug 2019 |
| Drawing No: | 1529_04 |
| Rev: | |

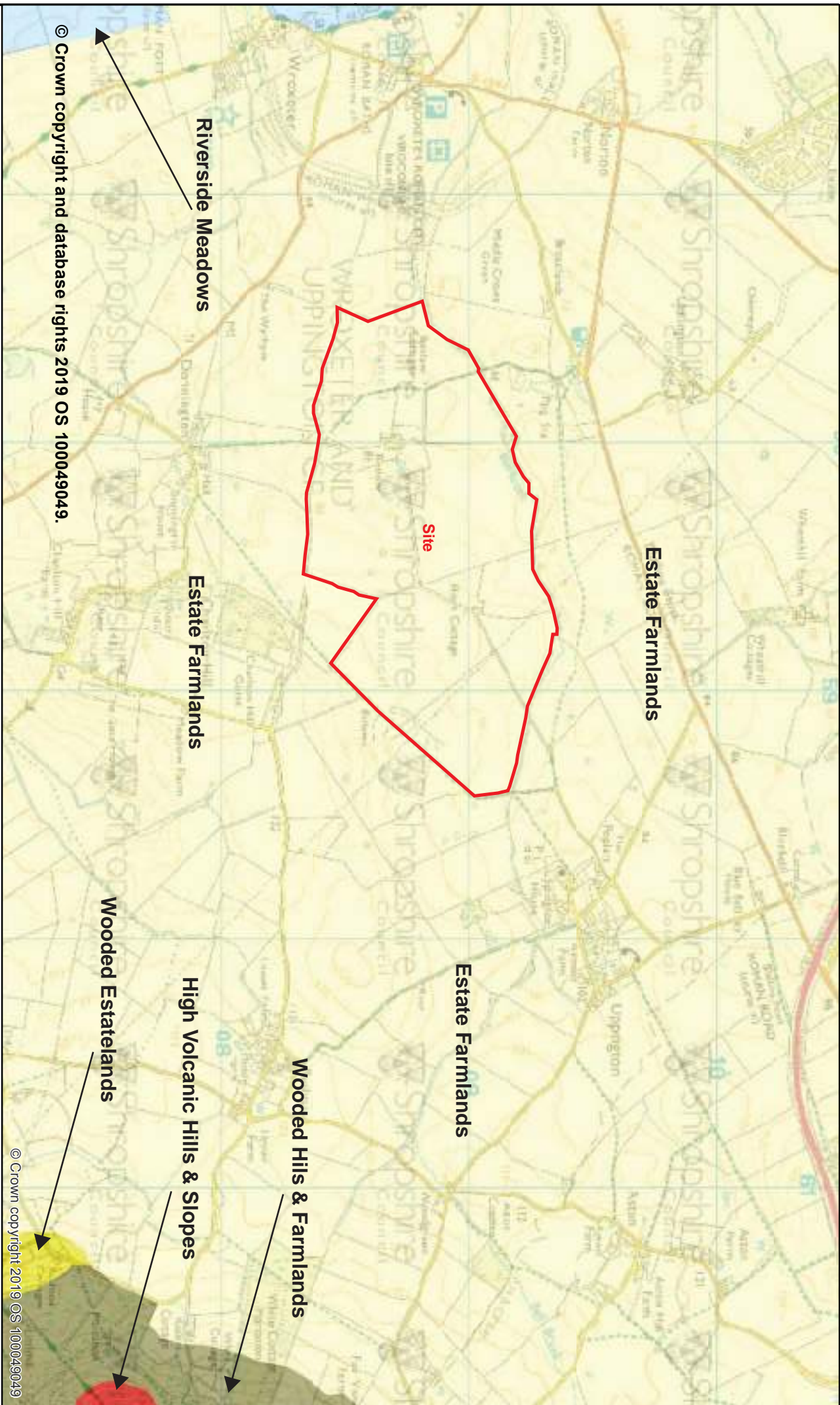
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APPENDIX I
Extracts from Shropshire Landscape Typology 2006

The Shropshire Landscape Typology



September 2006



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Landscape Types

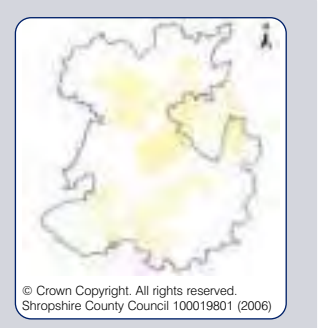
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Estate Farmlands

Key Characteristics

- Mixed farming landuse
- Clustered settlement pattern
- Large country houses with associated parklands
- Planned woodland character
- Medium to large scale landscapes with framed views

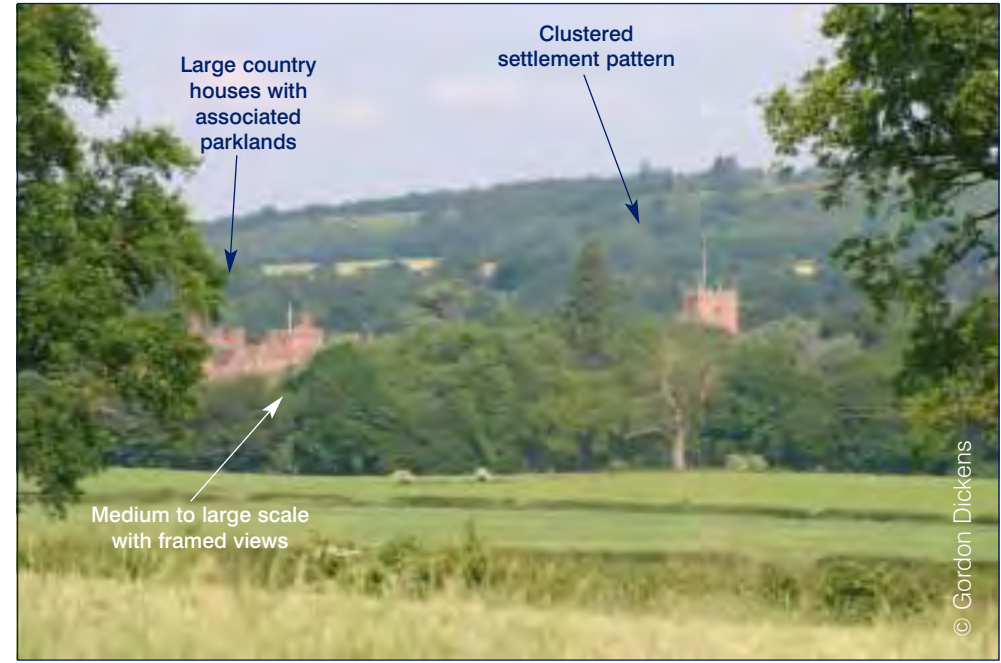


Description

Estate farmlands are gently rolling lowland and valley floor landscapes that occur across large areas of Shropshire. The lower ground is usually underlain by softer, more easily eroded rocks such as shales, sometimes in sharp contrast to nearby ridges of harder rocks. Glacial drift deposits form the basis of most soils and these landscapes include some the best agricultural land in the county, which have traditionally been associated with mixed farming. As with the Sandstone Estatelands, landscape character is largely determined by an ordered pattern of fields and woods, although the prevailing pattern of medium to large sub-regular fields means that they lack their strong, planned aspect. The majority of the woodlands have a

planned appearance, although some plantations occupy the sites of older woods and small stands of ancient woodland occur in some places. They tend to create framed views within medium to large scale landscapes. Parklands, with their veteran and specimen trees, are a particular feature of the type. The settlement pattern is predominantly one of villages and hamlets and large estate farmsteads.

The Estate Farmlands have varied histories of development. To the south-east and east of Shrewsbury, along the Tern valley, and within Ape Dale and Corve Dale, the density of Iron Age archaeological sites suggests that a carefully managed agricultural landscape had existed for some considerable time prior to the Roman Conquest. By the later medieval period arable open fields



extended across a considerable proportion of most parishes in these areas, and they exhibit some of the strongest settlement nucleation within the county. Beyond them, arable land was less extensive and the intervening areas of woodland, rough grazing land, meadows and pastures are correspondingly larger. The gradual informal enclosure of the open fields was under way by the late medieval period and largely completed by the 17th century. Although some deer parks were created in the medieval period, the 18th and 19th century saw the establishment of many new parks. Within Attingham Park, for example, evidence of an earlier agricultural landscape, in the form of ridge and furrow, exists in some parts of the 18th century parkland. Many of their owners also spent considerable

sums on the agricultural improvement of their wider estates. As a result, the 18th and 19th century saw significant rationalisation of pre-existing field patterns and the formal enclosure of the remaining areas of unenclosed rough grazing lands. This period also saw the construction of new estate farmsteads in the open countryside, as well as labourers cottages and schools within some of the villages. As a result of the growing interest in fox hunting during the 19th century, many of the larger land owners planted game coverts on their estates to provide cover for their quarry. Since World War II agricultural intensification has introduced considerable change, and field enlargements in particular have created a larger scale and more open views.



Greenscape Environmental Ltd

RABY ESTATE (SHROPSHIRE) LTD

**ECOLOGICAL CONSTRAINTS AND
OPPORTUNITIES APPRAISAL**




**LAND AT BESLOW FARM
SHROPSHIRE
SY5 6PX**

SEPTEMBER 2019

2204 1909R

Report by Ben Jones BSc (hons) MSc

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| | | | |
|-------------------------------|--|---|-------------------|
| Report Classification: | | Ecological Appraisal | |
| Report Status: | | Final | |
| Report Reference: | | 2204 1909R | |
| | Name | Signature | Date |
| Report by: | B. Jones BSc(hons) MSc Lead Consultant |  | June 2019 |
| Reviewed by: | L. Maggs BSc(hons) Lead Consultant |  | June 2019 |
| Amended by: | B. Jones BSc(hons) MSc Lead Consultant |  | September 2019 |

Greenscape Environmental Ltd: Registered Office Long Acres, Lyth Bank, Shrewsbury, Shropshire SY3 0BW. Company Reg no 5364283

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The report should be read in its entirety.

Questions arising from the survey report should be directed to the author of this report who will be pleased to clarify any technical issues raised.

Whilst the surveyors make every reasonable effort, Greenscape Environmental Ltd cannot guarantee that all protected species have been identified and survey results are definitive. Many species are cryptic and transitional in habit.

Reports are considered valid for one year for planning purposes after which time further survey information may be required.

Table of Contents

| | | |
|----------|--------------------------------------|-----------|
| 1 | SUMMARY | 5 |
| 1.1 | PURPOSE OF THE REPORT | 5 |
| 1.2 | METHODOLOGY | 5 |
| 1.3 | KEY ISSUES | 5 |
| 1.4 | CONSTRAINTS | 6 |
| 1.5 | OPPORTUNITIES | 6 |
| 2 | INTRODUCTION | 7 |
| 2.1 | PROJECT BACKGROUND | 7 |
| 2.2 | PURPOSE OF THE REPORT | 7 |
| 2.3 | PLANNING POLICY AND LEGISLATION | 7 |
| 2.4 | SITE CONTEXT AND LOCATION | 8 |
| 3 | METHODOLOGY | 9 |
| 3.1 | DESK STUDY | 9 |
| 3.2 | FIELD SURVEY | 9 |
| 3.3 | SPECIES SURVEY | 9 |
| 3.4 | CONSTRAINTS OF THE SURVEY | 9 |
| 4 | SITE DESCRIPTION | 10 |
| 4.1 | ARABLE FIELDS | 12 |
| 4.2 | GRASSLAND FIELDS | 14 |
| 4.3 | BELL BROOK | 15 |
| 4.4 | WOODLANDS | 18 |
| 4.5 | BUILDINGS | 21 |
| 4.6 | OPEN WATER | 24 |
| 5 | CONSTRAINTS AND OPPORTUNITIES | 26 |
| 5.1 | BADGERS | 26 |
| 5.2 | DEER | 27 |
| 5.3 | BATS | 27 |
| 5.4 | WATER VOLE | 28 |
| 5.5 | NESTING BIRDS | 29 |
| 5.6 | BARN OWLS | 29 |
| 5.7 | AMPHIBIAN AND REPTILES | 30 |
| 5.8 | HEDGEROWS | 31 |
| 5.9 | WOODLAND | 32 |
| 5.10 | BROOK HABITAT | 32 |
| 6 | SUMMARY | 33 |
| | APPENDICES | 34 |
| A | DETAILS OF SURVEYORS | |
| B | DETAILED METHODOLOGY | |
| C | DESKTOP STUDY | |
| D | SITE PLANS | |
| E | HABITAT MAPS AND TARGET NOTES | |
| F | BIBLIOGRAPHY | |

Table of Figures

| | | |
|--------------|---|----|
| Figure 2.1. | An OS map showing the site (centre, highlighted) with a 250m buffer | 8 |
| Figure 4.1: | Fields labelled | 10 |
| Figure 4.2: | Buildings labelled | 11 |
| Figure 4.3. | Example arable margin & hedge | 12 |
| Figure 4.4. | Deer hoofprints | 12 |
| Figure 4.5. | Mature oaks on southern boundary | 13 |
| Figure 4.6. | Example bat roost feature | 13 |
| Figure 4.7. | Example grassland, field 4 | 14 |
| Figure 4.8. | Mammal tracks passing through grasses | 14 |
| Figure 4.9. | Brook buffer alongside rape field | 15 |
| Figure 4.10. | Example potential roost features in trees | 15 |
| Figure 4.11. | Inside woodland buffer | 16 |
| Figure 4.12. | Sett entrance with fresh earth movement | 16 |
| Figure 4.13. | Well-worn tracks | 17 |
| Figure 4.14. | Open section of brook | 17 |
| Figure 4.15: | Wood 1 adjacent to the buildings | 18 |
| Figure 4.16: | Looking through wood 2 | 18 |
| Figure 4.17: | Wood 3 viewed from the track | 19 |
| Figure 4.18: | Wood 4 saplings | 19 |
| Figure 4.19: | Track through wood 5 | 20 |
| Figure 4.20: | Copse in field 3 | 20 |
| Figure 4.21. | Barn | 21 |
| Figure 4.22. | Single old bat dropping | 21 |
| Figure 4.23. | Wren nest within old swallow cup | 22 |
| Figure 4.24. | Heavily degraded barn owl pellet | 22 |
| Figure 4.25. | Kestrel pellet | 23 |
| Figure 4.26. | Tarpaulin | 23 |
| Figure 4.27. | Female great crested newt | 23 |
| Figure 4.28. | Pond 1 | 24 |
| Figure 4.29. | Pond 3 | 25 |
| Figure 4.30. | Pond 4 | 25 |

1 Summary

1.1 Purpose of the Report

Greenscape Environmental Ltd was commissioned by the Raby Estate to undertake an Ecological Constraints and Opportunities Appraisal of land at Beslow Farm to provide supporting information for a potential future development scheme.

The survey report has three principal aims:

- to provide an initial appraisal of the ecological value of the site in local context
- to provide details supporting further surveys that may be required
- to identify potential ecological constraints relating to development and recommend measures to avoid, reduce or manage negative effects and to provide a net ecological gain

1.2 Methodology

The appraisal of the site included a desk study of the area and a phase 1 environmental appraisal undertaken at the site, OS grid reference SJ58020892 on 8th May 2019 by B Jones and L Maggs.

1.3 Key Issues

No designated sites were found within the vicinity of the site. The proposed development is not situated within a Shropshire Environmental Network core habitat. However, an ecological corridor runs through the site.

Records of protected species within 2km include typical bat species, badger, brown hare, hedgehog and great crested newt (GCN).

The site covers approximately 110 ha of mostly arable land of low ecological value. The Bell Brook runs through the site within a buffer of mixed-species woodland. A large badger sett was found within the woodland buffer south of the brook. No evidence of water vole was found along accessible areas of the brook.

A small block of mature plantation woodland lies towards the south of site, and an area of newly planted saplings lies to the north. Evidence of deer was found throughout the whole site. The hedges and trees throughout the site will provide excellent bird nesting habitat. Trees were found around the site that contained potential roost features for bats.

A range of farm buildings was also assessed near the centre of the site. One old bat dropping was found in the buildings, but potential roost features were frequent throughout the range of buildings.

Extremely old barn owl pellets (>10 years old) and fresher kestrel pellets (1-2 years old) were found in the open sided barns to the west. Evidence of nesting birds in the barns included blackbird, robin, wren and swallow.

There are four bodies of water either within the site or within a 500m buffer, all ponds examined scored above average on the HSI. One great crested newt was found under a small tarpaulin in a courtyard between barn buildings.

1.4 Constraints

The badger sett within the woodland buffer alongside the brook must be protected at all times during construction and after, and consideration paid to badgers foraging and commuting throughout the site. A working method statement and careful design of gardens and fencing will allow for the continued ecological functionality of the badger sett.

The two extant ponds within the site will require population class assessments for great crested newts, as one individual was found on site during the survey. This will involve bottle trapping, egg-searching and torch-light survey on at least 4 separate nights in Spring within 12 months prior to any work starting.

The hedges separating different sections of site may require removal depending on the level of access required, this would be done at the correct time of year to avoid disturbance of nesting birds.

Activity surveys for bats will need to be conducted prior to any work on buildings and trees with potential roost features. After surveys have been conducted the need for a licence from Natural England will be considered.

1.5 Opportunities

The creation of Public Open Spaces and other more natural wildlife corridors will maintain and enhance connectivity through the site providing foraging and commuting habitat between different areas of value. A range of enhancements would be possible in these corridors, including but not limited to rough grassland, wildflower planting, access holes for small mammals in garden fencing.

There would be opportunity to enhance the area for great crested newts throughout any development of the site by enhancing the existing ponds and creating new ponds in SuDS schemes. These could be linked to existing and new wildlife corridors, enhancing the pond network.

The installation of artificial roost and nest boxes in the trees and woodlands around the site would provide new opportunities for bats and nesting birds in the area, with commuting and foraging opportunities being linked with the wildlife corridors.

Integral roosting opportunities in the traditional agricultural buildings would see an enhancement for bats. The creation of an integrated barn owl nest box would provide an enhancement for barn owls.

2 Introduction

This report has been compiled by Ben Jones BSc (hons) MSc who has 4 years' experience conducting ecological appraisals, and L Maggs BSc (hons) who has 9 years' experience. It has been reviewed in line with Greenscape's Quality Management System.

For details of surveyors and licences please see Appendix A.

2.1 Project Background

Greenscape Environmental Ltd was commissioned by the Raby Estate to conduct a survey to determine any ecological constraints or opportunities to potential development of land at Beslow Farm.

2.2 Purpose of the Report

The aim of this survey is to locate and describe, as far as reasonably practicable, evidence of wildlife, including all protected and Biodiversity Action Plan (BAP) priority species, which may be disturbed or lost in the event of development.

The purpose of the report is to:

1. Identify the key ecological constraints to the proposed development
2. Inform planning to allow significant ecological effects to be minimised or avoided wherever possible
3. Allow any necessary mitigation or compensation measures to be developed following the Mitigation Hierarchy
4. Identify any additional surveys that may be required to inform the ecological assessment
5. Identify the opportunities offered by a project to deliver ecological enhancement

2.3 Planning Policy and Legislation

This section provides a brief summary of the key national and local planning policies and legislation with an intention to identify those to be of most relevance to ecology and provide context to the surveys conducted. Survey findings were considered in line with the following.

The Conservation of Habitats and Species Regulations (2017) – as listed in:
 Schedule 2. European protected species of animals
 Schedule 5. European protected species of plants

The Wildlife and Countryside Act (1981) – as listed in:
 Schedule 1. Birds protected by special penalties at all times
 Schedule 5. Protected animals
 Schedule 8. Protected plants

Countryside and Rights of Way Act (2000)

Hedgerow Regulations 1997

The Protection of Badgers Act 1992

Natural Environment and Rural Communities Act 2006 (NERC 2006)

National Planning Policy Framework (2018): Policy 15 - Conserving and Enhancing the Natural Environment.

ODPM Circular 06/2005: Biodiversity and Geological Conservation-Statutory obligations and their impact within the Planning System

Shropshire Core Strategy (2010): Policy CS17 - Environmental Networks.

2.4 Site Context and Location

The site surrounds Beslow Farm and is located to the east of Wroxeter, OS grid reference SJ58020892. It is set in a rural environment surrounded by open fields, villages and hamlets. There is good connectivity to the surrounding countryside via the brook running through the site, and the field margins and hedgerows also provide ecological corridors for foraging and commuting. These features may provide foraging and commuting opportunities for bats, nesting birds and amphibians such as great crested newts.

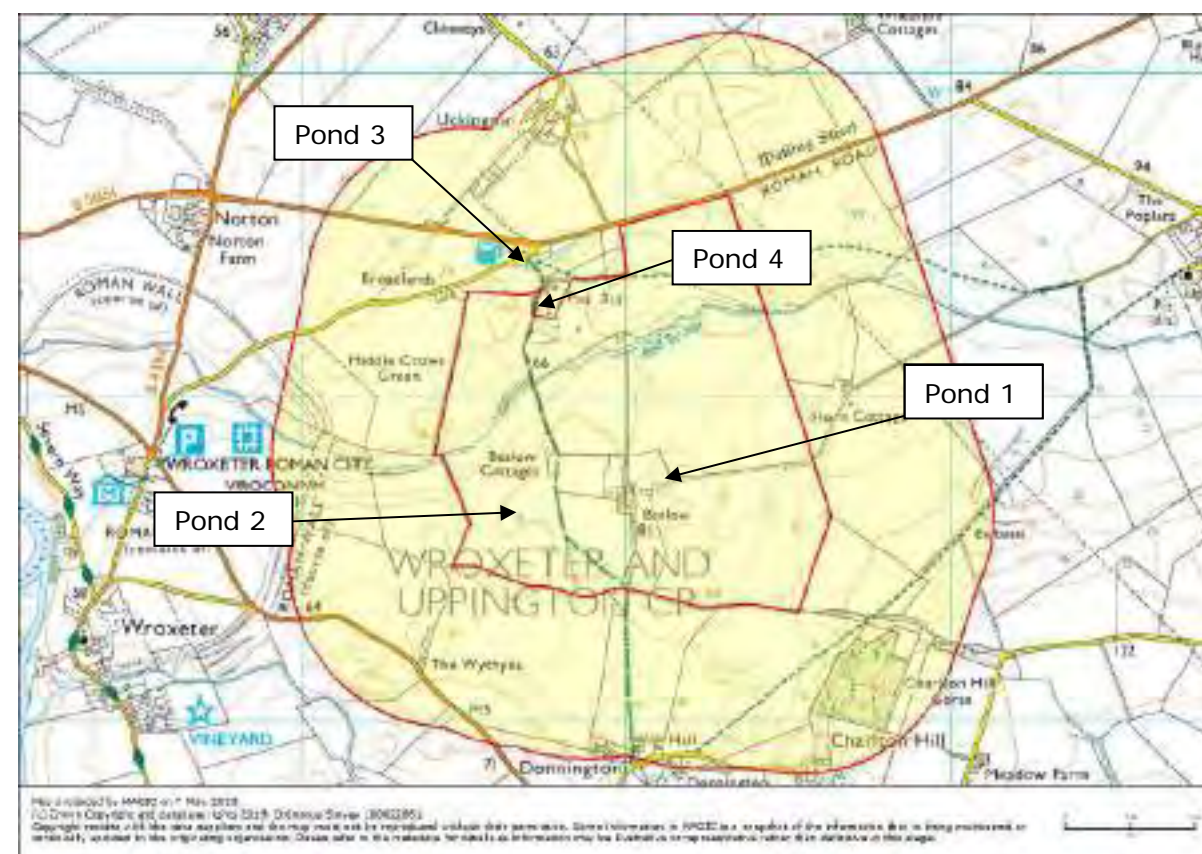


Figure 2.1. An OS map showing the site (centre, highlighted) with a 250m buffer

Scrutiny of the OS map (Fig 2.1) and a walk around the locality showed there are 4 ponds within 250m of the site.

2.4.1 Date and Survey Conditions

The phase 1 ecological appraisal was undertaken at the site on 8th May 2019 by B Jones and L Maggs. The conditions on the survey dates were optimal for the type of survey conducted.

Table 2.1: Survey date and conditions

| Date | Time | Temp °C | Condition |
|------------|-------|---------|-----------------------------|
| 08/05/2019 | 10:00 | 13 | Rain, overcast, slight wind |

3 Methodology

Broad methodologies for data collection and interpretation were informed by guidance outlined in CIEEM (2017) Guidelines for Preliminary Ecological Appraisal.

3.1 Desk Study

The desk study provides contextual information such as the site's proximity to designated areas and known records of protected/notable species. This assists with the evaluation of the ecological value of the site. This was undertaken in May 2019.

This level of desk study is considered adequately proportionate to the development proposals, the low complexity of the site and its surrounding landscape context.

3.2 Field Survey

3.2.1 Habitats

The level of survey is aimed to identify field signs of, or habitats with the potential to support protected species and therefore assist in the determination for detailed phase 2 surveys.

3.2.2 Hedgerows

The aim of the assessment is to ascertain whether the hedgerow could be classified as important according to the definitions listed in the Hedgerow Regulations 1997.

3.3 Species Survey

Trees and hedgerows were assessed for potential for bat roosts, foraging and commuting. This was conducted in accordance with Bat Surveys for Professional Ecologists: Good Practice Guidelines 3rd edition, BCT, Collins (ed.) (2016).

Badgers surveys were conducted using guidance from Scottish Natural Heritage commissioned Report No. 096 (2003).

An assessment of habitat suitability for water vole and otter was conducted by methods adapted from Harris *et al.*, (2009).

Trees and hedgerows were assessed for potential for nesting birds.

The assessment of aquatic habitat for great crested newts is based on the Habitat Suitability Index (HSI).

The terrestrial habitats at the application site were surveyed and assessed regarding their suitability and potential value in supporting great crested newts.

3.4 Constraints of the Survey

Not all areas were accessible for this survey. Pond 2 was not assessed as it was in the centre of a recently planted arable field. The survey was conducted at an optimal time of the year for the assessment of flora and fauna. Standard techniques were followed, as outlined in Appendix B. No specific constraints have been identified.

4 Site Description



Figure 4.1: Fields labelled

The site comprises 110 ha of farmland of fields surrounded by a mixture of defunct and intact hedgerows of varying diversity. The hedgerows all have evidence of being historic, with a mixture of hedges and ditches, signs of being lain, and mature standing trees in the boundaries.

The Bell Brook runs through the northern part of the site and is set in a strip of woodland. There are five distinct areas of woodland scattered through the site, all connected by hedgerows or the brook.

There are twelve distinct fields of either grassland or arable, the arable fields have margins of varying sizes. There are two ponds within site, these are separated from the ponds off-site by the Bell Brook.

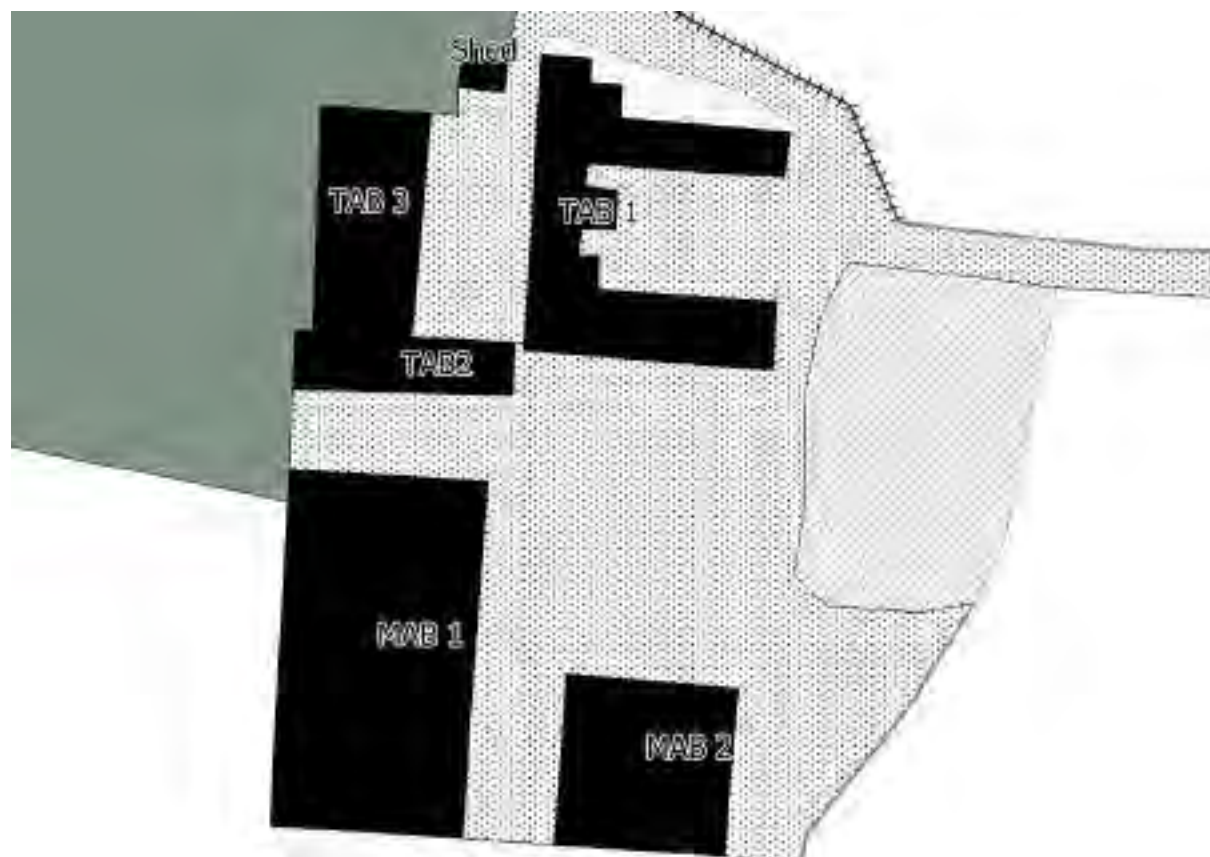


Figure 4.2: Buildings labelled

A range of agricultural buildings is located near the centre of the group of fields, this is a mixture of modern agricultural buildings (MAB) that are in use, and traditional agricultural buildings (TAB) that are not in use.

Full results from the Phase 1 Habitat survey can be found in Appendix E, Figures E.1 and E.2.

4.1 Arable Fields

Of the twelve fields, nine are arable, growing either cereal or rape seed. These are monocultures of no ecological value. The fields have margins ranging from approximately 0.5 – 5 m in depth. These are dominated by typical arable margin weeds such as grasses, umbellifers (*Anthriscus sylvestris*), nettles (*Urtica dioica*) and thistles (*Cirsium sp*). These are of low ecological value but may be utilised by species looking to commute around and across the site. Deer droppings and hoofprints were found in the margins of Fields 5, 7, 8, and 12.

The arable fields are surrounded by a mixture of intact and defunct hedges, with species including blackthorn (*Prunus spinosa*), hawthorn (*Crataegus monogyna*), elder (*Sambucus nigra*), and occasionally holly (*Ilex aquifolium*). The hedges will all support nesting birds at the correct time of year. Mammal tracks were found passing through the hedgerows at different points around the site (such as TN1103 in Appendix E, Figure E.3).



Figure 4.3. Example arable margin & hedge



Figure 4.4. Deer hoofprints

Along the southern boundary of the whole site is an ancient boundary. It is an intact hedgerow including five mature oaks, one of which has potential roost features for bats visible from ground level, and the others have low value for roosting bats.



Figure 4.5. Mature oaks on southern boundary

Some arable fields also contain scattered mature oaks. Field 12 contains three individual mature oaks trees, all of which have potential roost features under raised bark.



Figure 4.6. Example bat roost feature

4.2 Grassland Fields

Three of the twelve fields are semi-improved grassland of low-moderate ecological value. Species found within the grasslands include Yorkshire fog (*Holcus lanatus*), nettle, dandelion (*Taraxacum officinale*), creeping buttercup (*Ranunculus repens*) and white clover (*Trifolium repens*). Evidence of mammal tracks were seen passing through the grasslands, particularly around the northern end of field 10.



Figure 4.7. Example grassland, field 4



Figure 4.8. Mammal tracks passing through grasses

The fields are bound by either the hedges as described earlier, or by stock-proof fencing.

4.3 Bell Brook

Running east-west through the centre of the site is the Bell Brook. This has a buffer of trees alongside the water, as deep as 40m in places. Tree species include field maple (*Acer campestre*), oak (*Quercus robur*), larch (*Larix sp*), willow (*Salix sp*) and elm (*Ulmus sp*). A very small proportion of the trees contained potential roost features for bats visible from ground level, with some willows and oaks having crevices that might provide shelter for roosting bats.



Figure 4.9. Brook buffer alongside rape field



Figure 4.10. Example potential roost features in trees



Figure 4.11. Inside woodland buffer

Several mammal tracks were observed on the south side of the brook, within the wooded area. These were followed and at least 12 badger (*Meles meles*) sett entrances were identified in the woodland on the southern boundary of the brook (TN701, Appendix E, Figure E.3). Most of the entrances had clear signs of recent use, with fresh earth movement and well-worn tracks.



Figure 4.12. Sett entrance with fresh earth movement



Figure 4.13. Well-worn tracks

No sett entrances were closer than 20m from the edge of the wooded area, though the animals themselves clearly commute beyond the boundaries of the woods.

The brook itself is a small stream with heavy meanders throughout the site. Where possible the banks were checked for evidence of water vole and none was found.



Figure 4.14. Open section of brook

4.4 Woodlands

There are five areas of woodland throughout the site, these are labelled in Figure 4.1.

Wood 1 is a small plantation of oak with an open understorey located off the track by the buildings. None of the trees were seen to have any potential roost features due to their young age.



Figure 4.15: Wood 1 adjacent to the buildings

Wood 2 is a semi-natural broadleaved woodland with a sparse understorey of bramble (*Rubus fruticosus*) and ground elder (*Aegopodium podagraria*). The woodland is predominantly formed of sycamore (*Acer pseudoplatanus*), oak, and hawthorn. There are also standard holly (*Ilex aquifolium*) and horse chestnut (*Aesculus hippocastanum*) in the woodland and around the edges. The woodland has mature trees around the boundary with potential roost features for bats in the form of cracks, missing and split limbs and raised bark on mature horse chestnut and sycamore trees (TNW201, appendix E Figure E.3).



Figure 4.16: Looking through wood 2

Wood 3 is a mixed-species plantation dominated by Scots pine (*Pinus sylvestris*) with hazel (*Corylus avellana*), hawthorn and oak interspersed, particularly around the margins of the woodland. No trees were identified as having potential roost features for bats.



Figure 4.17: Wood 3 viewed from the track

Woods 4 and 5 are broadleaved plantations, approximately 10-15 years old. They are composed of a mixture of oak, hazel, field maple, ash (*Fraxinus excelsior*), cherry (*Prunus avium*), dogwood (*Cornus spp.*) and hawthorn. They both have a loosely covered understorey predominantly formed of grass. There is a mature oak tree in the northwest corner of wood 4 with potential roost features for bats.



Figure 4.18: Wood 4 saplings



Figure 4.19: Track through wood 5

Copse 1 is a small stand of trees in the southern part of field 3. The copse is formed predominantly of oak with some hawthorn. No potential roost features were identified but the trees are of an age where they may be starting to form.



Figure 4.20: Copse in field 3

4.5 Buildings

The redundant agricultural buildings were predominantly single-skin red brick constructions supporting unlined clay tile roofs. One of the buildings has a half-lined roof, with only part of the south-facing roof being lined with bitumen hessian.



Figure 4.21. Barn

No fresh evidence of bats was found in any of the buildings, though potential roost features were abundant and one old dropping (TNB02, Appendix E Figure E.3) was found inside the first floor of TAB1 (Figure 4.1), pictured above.



Figure 4.22. Single old bat dropping

Evidence of nesting birds was found throughout all the buildings, with blackbird (*Turdus merula*) and robins (*Erithacus rubecula*) actively visiting nests. A wren (*Troglodytes troglodytes*) nest was seen on top of an old swallow (*Hirundo rustica*) cup, indicating use by those species.



Figure 4.23. Wren nest within old swallow cup

Towards the western side of site there is an open sided barn with old stable sections and an open storage section, TAB3 (Figure 4.13). One of the stable sections contained barn owl (*Tyto alba*) pellets (TNB03, Appendix E Figure E.3) that were at least 10 years old, maybe up to 20 years. These were heavily degraded with no fur matter left. Out in the open storage section was some fresher pellets from a kestrel (*Falco tinnunculus*) (TNB04, Appendix E Figure E.3), though no nest was seen so is believed to be from a feeding perch.



Figure 4.24. Heavily degraded barn owl pellet



Figure 4.25. Kestrel pellet

Outside in the courtyard area between the stable building and the other barns a small section of tarpaulin was left on the floor (TNB01, Appendix E Figure E.3). Upon lifting, a small female great crested newt was found sheltering. This is believed to be approximately 1 year old based on size.



Figure 4.26. Tarpaulin



Figure 4.27. Female great crested newt

4.6 Open Water

Ponds within 500m have been taken into consideration

Table 4.1: Ponds within 500m

| Pond Number | OS Grid Reference | Distance from Site | HSI Score |
|-------------|-------------------|--------------------|----------------------|
| 1. | SJ58090872 | On site | 0.69 - Average |
| 2. | SJ57670862 | On site | Not assessed |
| 3. | SJ57700939 | 75m | 0.52 – Below Average |
| 4. | SJ57720923 | 10m | 0.59 – Below Average |

Each of these ponds was assessed using the Habitat Suitability Index (HSI) unless it was found to be dry or extinct.

Pond 1

Pond 1 is found within a grassland field, alongside a very small clump of trees and the field boundary hedgerow. This is the closest pond to where the great crested newt was found on land. It was heavily vegetated at the time of survey and was accessible all the way around. No great crested newt eggs were seen during the survey.



Figure 4.28. Pond 1

Pond 2

Pond 2 was not accessible as the surrounding field had recently been planted and there were no tracks through the field to allow access without damaging the crop. Given the ponds isolation in the middle of heavily managed arable field this is not thought to be a major constraint to the survey.

Pond 3

Pond 3 is situated to the north of site and is heavily overshadowed by trees. No evidence of ducks or fish was found. Very few macrophytes were seen.



Figure 4.29. Pond 3

Pond 4

Pond 4 is not present on the OS map but is situated near the access track leading into site from the north. It is heavily wooded for the most part, with only a small opening, though still surrounded by tall trees casting constant shade. No fowl or fish were seen or expected.



Figure 4.30. Pond 4

The ponds identified are considered to offer Below Average or Average suitability for great crested newts. Phase 2 surveys would be needed prior to work commencing on surrounding fields.

5 Constraints and Opportunities

5.1 Badgers

Badgers and their setts are specifically protected under the Protection of Badgers Act 1992. The act was primarily brought into force to prevent the deliberate injury to or death of badgers. Some aspects of the act affect developers. It is important that developers are aware of any badger setts located on the land they intend to develop.

All personnel working on sites where there are badgers should be aware of the Protection of Badgers Act 1992. Under this legislation it is an offence to:

- Damage a badger sett or any part of it.
- Destroy a badger sett.
- Obstruct access to, or any entrance of a badger sett.
- Causing a dog to enter a badger sett.
- Disturbing a badger when it is occupying a badger sett.

A badger sett is defined by the Act as “any structure or place, which displays signs indicating current (within the last 12 months) use by a badger”.

Constraints

The badger sett found within the buffer trees around the brook is an incredibly important ecological feature and must be retained and protected throughout any work on site. Its presence would not hinder any development as the trees already on site offer a good corridor and working boundary. If any of these trees were to be taken back to make space for a development, then further consideration for badgers would be required due to proximity of the sett.

Badgers are currently foraging and commuting all over the site, crossing fields and through hedges and margins. They are creatures of habit and will continue to attempt to use the same paths even once a development had started. Simple method statements can be provided to allow the development to proceed whilst still allowing the badgers to roam. This would include surrounding the development area with heras panels, leaving a gap along the base to allow badgers to pass underneath. Covering over any trenches left open overnight would stop badgers falling in and getting stuck.

Opportunities

Designs can also be consulted to be badger-friendly, allowing badgers to continue to thrive even post-development. Raising the base of domestic fencing would allow them to continue to pass through gardens.

Including dedicated green corridors along the brook and between areas of value such as the woodland, in the form of Public Open Space (POS) or other natural areas would maintain and enhance areas for wildlife like badger commuting.

5.2 Deer

Deer have no specific protection beyond that granted by the Wild Mammals (Protection) Act 1996. This Act protects the animals from intentional harm or suffering.

Constraints

Development within the fields will see a loss of potential foraging areas for deer, and development work could risk harm to individual deer. Tall fencing around the site will provide a suitable barrier to keep deer out of the development area.

Opportunities

A population or even low numbers or an individual deer is a good ecological feature for the area. As with the badgers, the existing tree line will provide a good buffer for protecting any deer living alongside the brook. Including dedicated green corridors along the brook and between areas of value such as the woodland, in the form of Public Open Space (POS) or other natural areas would maintain and enhance areas for wildlife.

5.3 Bats

All bat species are protected under the Conservation of Habitats and Species Regulations 2017 which implements the EC Directive 92/43/EEC in the United Kingdom. It is an offence, with certain exceptions, to:

- deliberately capture or kill any wild animal of a European Protected Species.
- deliberately disturb any such animal.
- damage or destroy a breeding site or resting place of such a wild animal.
- keep (possess), transport, sell or exchange, or offer for sale or exchange, any live or dead wild animal or plant of a European Protected Species, or any part of, or anything derived from such a wild animal or plant.

A person found guilty of an offence is liable on summary conviction to imprisonment for a term not exceeding six months or to an unlimited fine or to both.

To allow a development that might result in an offence, a derogation licence can be sought via the implementation of a European Protected Species Licence. This is provided by Natural England.

Work can be conducted under a derogation licence from Natural England providing suitable compensation and mitigation is provided and the "three tests" can be met. These are:

1. Regulation 55(2)(e) states: a licence can be granted for the purposes of "preserving public health or public safety" or other imperative reason of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment.
2. Regulation 55(9)(a) States: the appropriate authority (Natural England) shall not grant a licence unless they are satisfied "that there is no satisfactory alternative"
3. Regulation 55(9)(b) states that the appropriate authority shall not grant a licence unless they are satisfied "that the action licensed will not be detrimental to the maintenance of the population of the species concerned at favourable conservation status in its natural range."

Recommendations are made in line with the mitigation hierarchy as outlined in the NPPF (2017). The intention is to first avoid, then mitigate or compensate for any potential breaches in legislation as outlined in the Habitats Directive. Recommendations for

proportional enhancement measures as required under section II of the NPPF and section 40 of the NERC Act 2006 are also provided.

Constraints

Some of the trees on and around site have potential roost features for bats. None of the mature trees should be impacted by any development planned for the site. Should any plans require the removal of mature trees then further assessment will be required.

The buildings near the centre of site had one old bat dropping, but no fresh droppings. Further assessment of these buildings would be required prior to any demolition or conversion.

Opportunities

The creation of wildlife corridors around the site will provide and maintain foraging and commuting habitat for bats. A lighting plan designed to keep these corridors dark will further enhance their appeal to bats.

Creation of roosting opportunities will provide a net gain for bats in the area. There are opportunities to do this with the creation of dedicated roost spaces in the traditional agricultural buildings, or with artificial roost boxes located on mature trees in the woodland.

Planting for insects in the corridors and other green spaces will enhance the foraging potential for the site, providing an increase in food for bat species.

5.4 Water vole

The water vole is protected by law and is a conservation priority within the UK's BAP. Under the Wildlife and Countryside Act 1981 (as amended by Variation of Schedule 5) (England) Order 2008 it is an offence to intentionally or recklessly:

- Damage, destroy or obstruct access to any structure of place that water voles use for protection of shelter.
- Disturb a water vole whilst it occupies such a place.
- Section 10 of the Act requires that "reasonable" steps are taken to avoid unnecessary damage to such structures.
- Capture, kill, disturb or injure water vole (on purpose or by not taking enough care).
- Damage or destroy a breeding or resting place (deliberately or by not taking enough care).
- Obstruct access to their resting or sheltering places (deliberately or by not taking enough care).
- Possess, sell, control or transport live or dead water vole, or parts of water vole.

Constraints

No evidence of water vole was found along the accessible parts of the brook. The brook was considered suboptimal habitat for water vole, and the nearest records are nearly 2km away to the west.

Opportunities

A 20m buffer from the brook would incorporate the existing woodland and maintain the ecological corridor that passes through the site. Further surveys should be conducted prior to full planning application

5.5 Nesting Birds

Under Section 1 of the Wildlife and Countryside Act 1981 (as amended), birds, their nests and young are all protected from damage, particularly during the breeding season. The Act allows for fines or prison sentences for every bird, egg or nest destroyed. It makes it an offence to:

- Intentionally kill, injure or take any wild bird.
- Take, damage or destroy the nest of any wild bird whilst it is in use or being built.
- Take damage or destroy the egg of any wild bird.
- To have in one's possession or control any wild bird, dead or alive or egg or any part of a wild bird or egg.

Constraints

All the hedgerows and woodlands around the site have potential for nesting birds. It may be necessary to remove some hedgerows to allow access to site or between fields on site. Nesting birds would present a small constraint to this, as work would have to be timed to avoid bird nesting season (February to August inclusive).

Maintenance of the hedgerow network is desirable.

Opportunities

There is ample opportunity to enhance the site for nesting birds by including artificial bird boxes around the site.

Creation of wildlife corridors could provide an enhancement for birds with appropriate planting and landscaping to provide opportunities for foraging on seeds and insects.

5.6 Barn Owls

Barn owls are listed on Schedule 1 which gives them special protection.

It is an offence to:

- Intentionally kill, injure or handle any wild barn owl.
- Intentionally take, damage or destroy any wild barn owl nest whilst in use or being 'built'.
- Intentionally take or destroy a wild barn owl egg.
- Have in one's possession or control a wild barn owl (dead or alive) or egg (unless one can show it was obtained legally).
- Intentionally or recklessly disturb any wild barn owl whilst 'building' a nest or whilst in, on, or near a nest containing young.
- Intentionally or recklessly disturb any dependent young of wild barn owls.

It is not an offence to:

- Take a disabled wild barn owl solely for the purpose of tending it until fully recovered and then returning it to the wild.
- Kill, injure, take or disturb barn owls if these were incidental results of a lawful operation and could not reasonably have been avoided.

Constraints

Very old pellets were identified in one of the buildings, but none fresher than ~10 years old. The buildings would require updated surveys for barn owls within 10 days of work commencing. If barn owls are found to be nesting on this inspection, then work will need to be delayed in areas likely to disturb barn owls until the chicks have fledged.

Opportunities

There is opportunity to enhance the area by erecting a barn owl box and/or creating an integral barn owl nest in one of the traditional agricultural buildings.

Creation of rough grassland as part of the creation of wildlife corridors would provide suitable habitat for field voles (*Microtus agrestis*) and other small mammals, increasing the foraging potential for barn owls.

5.7 Amphibian and Reptiles

All species of amphibians receive a measure of protection under legislation.

The Wildlife and Countryside Act 1981 has been amended by the Countryside and Rights of Way Act (CRoW) 2000. This applies to England and Wales only. The key relevant fact is:

- Section 9(4) is amended to create an additional offence of reckless damage to, destruction of, or obstruction of access to, any structure or place used for shelter or protection; and reckless disturbance while occupying such a structure or place.

This means that any application for planning permission has to offer mitigation to the planners to alleviate any potential damage (i.e. provide reasonable avoidance).

Great Crested Newts

Great crested newts are protected under the Conservation of Habitats and Species Regulations 2017 which implements the EC Directive 92/43/EEC in the United Kingdom. It is an offence, with certain exceptions, to:

- Deliberately capture or kill any wild animal of a European Protected Species.
- Deliberately disturb any such animal.
- Deliberately take or destroy eggs of any such wild animal.
- Damage or destroy a breeding site or resting place of such a wild animal.
- Keep (possess), transport, sell or exchange, or offer for sale or exchange, any live or dead wild animal or plant of an European Protected Species, or any part of, or anything derived from such a wild animal or plant.

Great crested newts are listed as a priority species on the UK BAP and Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006.

A person found guilty of an offence is liable on summary conviction to imprisonment for a term not exceeding six months or to an unlimited fine, or to both.

Work can be conducted under derogation licence from Natural England providing suitable compensation and mitigation is provided and the "three tests" can be met. These are:

1. Regulation 55(2)(e) states: a licence can be granted for the purposes of "preserving public health or public safety" or other imperative reason of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment.
2. Regulation 55(9)(a) States: the appropriate authority (Natural England) shall not grant a licence unless they are satisfied "that there is no satisfactory alternative"
3. Regulation 55(9)(b) states that the appropriate authority shall not grant a licence unless they are satisfied "that the action licensed will not be detrimental to the maintenance of the population of the species concerned at favourable conservation status in its natural range."

Constraints

A small female great crested newt was found under terrestrial shelter near the buildings in the centre of site. This is not proof of breeding in any of the ponds described above however, as newts can travel long distances. It is, however, enough to determine the need for population class surveys on those ponds within the site itself and within 500m of the redline boundary. This would determine whether any of the ponds are used for breeding, and if so – by what size population. This would go on to inform the need or lack thereof for a licence from Natural England which would allow the development to proceed and determine what level of compensation would be required.

Opportunities

There are opportunities to enhance the ponds themselves, and to potentially link them to or incorporate them into the wildlife corridors. This would stave off fragmentation of the pond network as part of any development.

Creation of water bodies for Sustainable Urban Drainage (SUDs) could provide an enhancement through careful design and planting to provide more opportunities for great crested newts and other amphibians. This would see an increase in the number of ponds in the area providing a net gain for wildlife.

5.8 Hedgerows

All hedgerows are potentially protected by the Hedgerow Regulations 1997. Under these regulations it is against the law to remove or destroy certain hedgerows without permission from the LPA. These Regulations do not apply to any hedgerow within the curtilage of or marking the boundary of a dwelling house.

Permission is required before removing hedges that are least 20m in length and over 30 years old. Permission is gained by submitting a Hedgerow Removal Notice to the LPA as set out in Schedule 4 of the Regulations.

Permission is not required in the following instances:

- To make a new opening in substitute for an existing one which gives access to land.
- To obtain temporary access to any land in order to give assistance in an emergency.
- To gain access to land where another means of access is not available or is available at a disproportionate cost.
- For National Defence purposes.
- Where planning permission has been authorised except where permission has been granted by the Town and Country Planning General Permitted Development Order 1995.
- To carry out work for the purposes of flood defence or land drainage.
- To prevent spread of or ensure eradication of a plant or tree pest.
- For work undertaken by the Secretary of State in respect of any highway for which he is the highway authority or in relation to which he has the same powers as the Local Highway Authority.
- To prevent obstruction of or interference with electric lines and plant or prevent danger under the Electricity Act 1989.
- For the proper management of the hedgerow.

Hedgerows in areas covered by Historic Landscape Characterisation are often protected on the basis of historical importance and their wildlife value.

Hedgerows are listed as a habitat of principal importance under section 41 of the NERC Act (2004). This draws on the UK Biodiversity Action Plan (BAP) definition of priority

habitats. Under the 2007 UK BAP, hedgerow priority habitat includes all hedgerows with at least 80% cover of at least one woody UK Native species (BRIG 2011).

Constraints

It is thought that the southern boundary of the site as a whole is an ancient hedgerow. It contains several mature trees which would have marked boundaries. Other hedgerows around the site are also historic and would require specific permission for removal. The hedgerows provide valuable habitat for foraging, commuting and shelter.

Opportunities

Some of the hedgerows have gaps in them that can be planted up to restore the hedgerow.

5.9 Woodland

The woodlands on site offer good habitat for a variety of wildlife with evidence of use by birds, small and large mammals.

Constraints

Any clearance of the woodland would need to be conducted outside of the main breeding season for birds and bats to reduce the risk of destroying nests and roosts.

Loss of woodland would see a net ecological loss for the site.

Opportunities

Correct management will maintain the woodlands, this includes but is not limited to thinning out of the new plantations to maintain the health of the trees.

Wildlife corridors can be used to maintain and enhance connectivity between the woodlands, creating a network of habitats for foraging and commuting animals.

5.10 Brook Habitat

The habitat surrounding the brook is an important connective feature in the area.

Constraints

The brook itself leads to the River Severn, and so any pollution entering the brook has a chance to affect a much wider area. A method statement will ensure no pollutants entering the water course and affecting the wider landscape.

Opportunities

Protection of the brook and surrounding woodland strip will maintain the existing corridor through the site. Enhancements could be made through creating a wider buffer around it that connects to the other areas of value around the site.

6 Summary

The survey has focused on potential constraints and opportunities regarding the wildlife and habitats that might be damaged, disrupted or destroyed as part of any development of the surrounding fields.

| Ecological Feature | Recommendation | Timing |
|----------------------------|--|--|
| Badgers | No further surveys considered necessary. However, if the works will require the thinning or removal of trees surrounding the brook then further surveys and consideration of a licence from Natural England will be required. Green corridors built into the design of any development, along with simple method statements allowing work to proceed will significantly reduce potential disturbance. <ul style="list-style-type: none"> Heras panels around the site leaving gap at base Green corridors built into development design Safety precautions with trenches and spoil piles throughout development | N/a If surveys required to inform a licence, setts must be checked throughout Summer to determine use |
| Deer | No further surveys considered necessary. Green corridors built into development design will allow continued ecological functionality. | N/a |
| Nesting Birds | Any removal or alteration of hedgerows around site must be timed to avoid nesting birds. Work is permitted outside of the nesting season. Enhancement opportunity via the erection of artificial nest boxes. | Avoid February-August inclusive |
| Barn Owls | Very old pellets (>10years) found on site. Rechecking of these areas prior to works commencing to check for recent activity. Opportunity to enhance site by erecting artificial barn owl box around site. | Prior to construction |
| Bats | One old dropping in a barn. Some trees with potential roost features. Recommendations will depend on what work is proposed. High chance of requirement of activity surveys of the buildings, and any trees that might require removal. | TBD |
| Great Crested Newts | One individual found on site. Newts known to be in the area. Further survey of the ponds on and around site to determine population size. | Mid-March to Mid-May, within 1 year of development commencement |
| Woodland | Provide enhancements in the form of artificial nest and roost boxes. Any clearance could impact on nesting birds, and removal of mature trees may impact on PRFs. | Prior to development Avoid February-August inclusive |
| Brook Habitat | Method statement to protect the brook from spillages and silt flow during any development of the site alongside the brook. | During construction |

Appendices

| | |
|----------|---|
| A | Details of Surveyors Sheet(s): 1 |
| B | Detailed Methodology Sheet(s): 3 |
| C | Desktop Study Sheet(s): 5 |
| D | Site Plans Sheet(s): 1 |
| E | Habitat Maps and Target Notes Sheet(s): 3 |
| F | Bibliography Sheet(s): 1 |

A Details of Surveyors

Table A.1: Surveyor experience and licences

| Name | Membership of associations/ experience | Licenses |
|-------------------------------|---|--|
| Peta Marshall BSc(hons)MA | Principal Consultant MCIEEM PIEMA Peta has a degree in Applied Biology and has been working in commercial environmental assessment for over 10 years. She has 10+ years' experience surveying for protected species. As a member of the CIEEM she is bound by professional conduct. | Holder of survey licenses for bats and newts in England and Wales. Registered Consultant for Low Impact Class Licence for Bats <u>England:</u> Bats - 2015-12200-CLS-CLS BLICL - RC084 GCN - 2015-18939-CLS-CLS Dormice - 2017-29225-CLS-CLS <u>Wales:</u> Bats - 77554:OTH:CSAB:2017 GCN - 77574:OTH:SA:2017 |
| Logan Maggs BSc(hons) | Lead Consultant Logan has a degree in Conservation and Land Management. He has 10 years' experience conducting environmental appraisals and phase 2 surveys for bats and newts in England and Wales. | Holder of survey licenses for bats and newts in England and Wales. <u>England:</u> Bats - 2016-24901-CLS-CLS GCN - 2017-29218-CLS-CLS <u>Wales:</u> Bats - 75748:OTH:CSAB:2017 Newts - 79665:OTH:SA:2018 |
| Ben Jones BSc(hons) MSc | Lead Consultant Ben has a degree in Marine and Freshwater biology and a Master's degree in "Managing the Environment". He has 4 years' experience conducting environmental appraisals and phase 2 surveys for bats and newts in England and Wales. | Holder of survey licenses for bats and newts in England and Wales. <u>England:</u> Bats - 2017-29112-CLS-CLS GCN - 2016-25209-CLS-CLS <u>Wales:</u> Bats - S085098/1 GCN - 78716:OTH:SA:2018 |

B Detailed Methodology

Desk Study

Table A: Data sources

| Organisation/Resource | Information Assessed |
|--|---|
| Freely available online species datasets (NBN Atlas) | Protected/UK BAP Species records (2km) |
| MAGIC website | International statutory designations (1km) <ul style="list-style-type: none"> • Special Protection areas (SPA) • Special Areas of Conservation (SAC) • RAMSAR sites National statutory designations (1km) <ul style="list-style-type: none"> • Sites of Special Scientific Interest (SSSI) • National Nature Reserves (NNR) EPS Licenses for protected species (2km) |

The National Biodiversity Network (NBN) Atlas was checked to identify the protected species that have formally been recorded in the area. This was considered proportionate to the size of the development, as the Shropshire Environmental Data Network (SEDN) provides most of its records to the NBN.

A search on Multi Agency Geographic Information for the Countryside (Magic Maps) determined nearby designated areas. The map is presented in Appendix C.

Field Survey

The level of survey is aimed to identify field signs of or habitats with the potential to support protected species and therefore assist in the determination for detailed phase 2 surveys.

Determination of Ecological Value is based on the general criteria provided by IEEM (IEEM 2006).

Table B.1 Criteria of ecological values

| Ecological Value | Description and Examples |
|------------------|--|
| High | Habitats or features that have high importance for nature conservation, such as statutory designated nature conservation sites of international or national importance or sites maintaining viable populations of species of international or national importance (e.g. Red Data Book species; European protected species). |
| Medium | Sites designated at a county or district level, e.g. Local Wildlife Site (LWS), ancient woodland site, ecologically 'important' hedgerows or ecological features that are notable within the context of a region, county or district (e.g. a viable area of a Priority Habitat on the county BAP or a site that supports a viable population of a county BAP species). |
| Low | Sites of nature conservation value within the context of a parish or neighbourhood, low-grade common habitats, such as arable fields and improved grasslands and sites supporting common, widespread species. |

Hedgerows

The aim of the assessment is to ascertain whether the hedgerow could be classified as important according to the definitions listed in the Hedgerow Regulations 1997.

The hedgerow is measured and gaps within a hedge included in the total length as long as the gaps are 20m or less in length.

The total number of woody species present was recorded in the following manner:

- Where the length of the hedgerow did not exceed 30m the total number of woody species present in the hedgerow was recorded
- Where the hedgerow was between 30m and 100m the number of woody species present in the central 30m was recorded
- Where the length was between 100m and 200m the number of woody species in the central 30m stretches of 2 halves of the hedgerow were counted and the mean of the 2 halves calculated
- Where the length of the hedge was over 200m the hedge was divided into thirds and the central 30m of each section counted and the mean calculated

The hedgerow height, width, integrity, structure and management history was recorded.

Notes were made of the following in accordance to the criteria outlined in Schedule 1 of the Hedgerow Regulations 1997:

- Evidence of certain species of birds, animals or plants listed in Schedules 1, 5 and 8 of the Wildlife and Countryside Act 1981 (as amended)
- Number of woody species on average in a 30m length
- Presence of rare tree species such as Black Poplar, Large Leaved lime, Small leaved Lime, Wild Service tree
- Number of standard trees within each 50m length
- Percentage of gaps in the hedge
- Presence of ditches, banks or walls
- Numbers of connections with other hedgerows, ponds or woodland
- Presence of parallel hedgerow within 15m of the hedge
- Presence of bridleways, footpaths, byways of public paths

Non-woody ground flora species listed in Schedule 2 of the Hedgerow Regulations were recorded.

Species Surveys

Bats

Trees and hedgerows were assessed for potential for bat roosts, foraging and commuting.

All trees examined were categorised on their potential roost features. These features include cracks, splits in limbs, cavities, loose bark and thick stemmed ivy. Where appropriate these features were assessed using binoculars and/or endoscopes.

Daytime surveys were conducted with the aid of a strong torch and a pair of Pentax Papilio 8.5x21 close focus binoculars. Bat species may leave little evidence of their presence.

Evidence for the presence of bats includes:

- Holes, cracks and rot holes used as roosts, marked by streaks of urine and faeces.
- Smoothed, darkened edges where bats have rubbed and left natural body oils when entering and exiting a space.

- Faeces under a well-used feeding point or a resting spot.
- Feeding signs such as discarded insect wings under a feeding point.
- Presence of roosting or dead bats in or behind any object.

Methodology used is in accordance with recommendations by BCT, Bat Surveys for Professional Ecologists: Good Practice Guidelines 3rd edition, Collins (2016).

Badgers

Surveys were conducted using guidance from Scottish Natural Heritage commissioned Report No 096 (2003).

Daytime surveys for badgers involved looking for:

- Scrapings where badgers have dug for food or used as latrines.
- Signs of a sett, including signs of use such as presence of badger hair
- Tracks and prints.

Water Vole

An assessment of habitat suitability for water vole and otter was conducted by methods adapted from Harris *et al.*, (2009). The standard survey methodology; Strachan and Moorhouse (2006), was used for surveying for water vole. This involved searching for latrines, burrows, footprints, runs, feeding remains or lawns. Signs of otter and mink are also recorded.

Birds

Evidence of nesting birds, including barn owls using a hedge or tree involved looking for:

- Presence of nests
- Collections of droppings and/or feathers
- Highly distinctive droppings or splats under roosting points.
- Presence of owl pellets/feathers

Amphibians and Reptiles

The assessment of aquatic habitat is based on the Habitat Suitability Index (HSI) and is applied according to guidance set out by the Oldham 2000, superseded by ARG in 2010, ARG UK Advice note 5. The HSI is a quantitative method of assessing the potential quality of a body of water in terms of its ability to sustain a population of great crested newts.

The terrestrial habitats at the application site were surveyed and assessed for their suitability and potential value for the support of GCN. The general topography, ground conditions and presence or absence of vegetation were recorded. A refugia search was conducted for amphibians and reptiles by looking under any logs, large stones and other debris.

C Desktop Study

Designated Sites

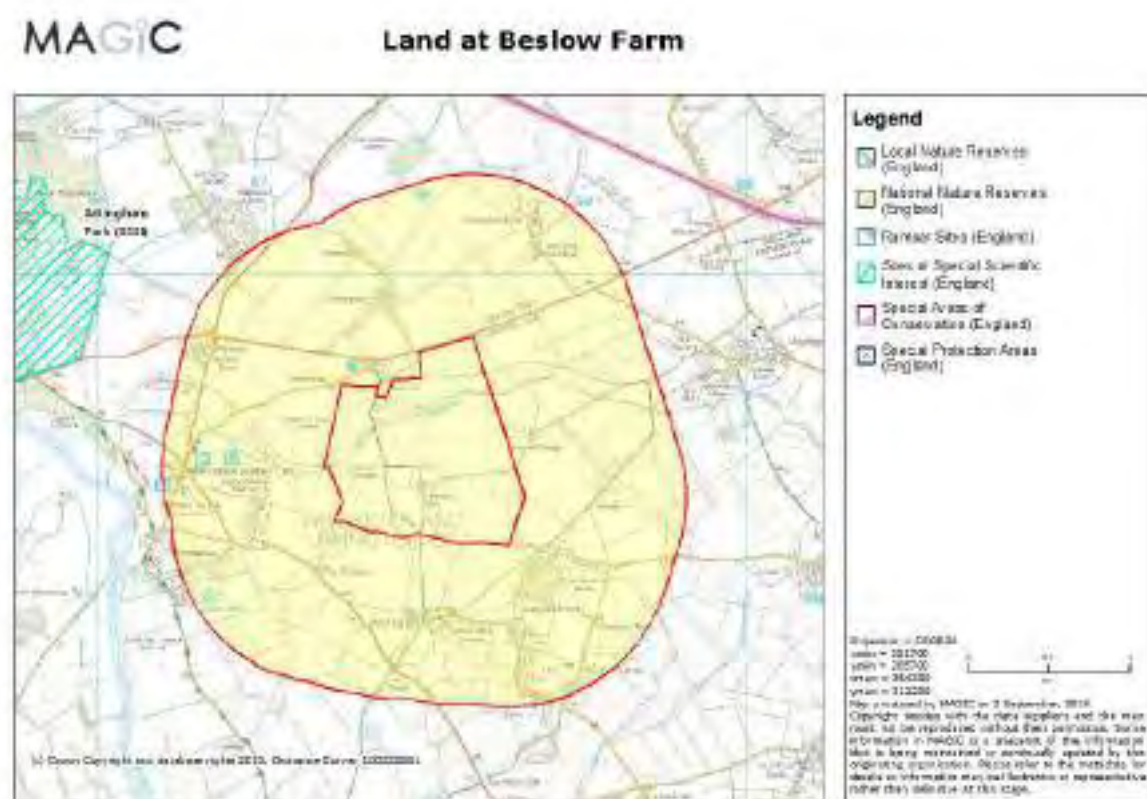


Figure C.1: Designated sites within 1km of Beslow Farm, Wroxeter

The map from Natural England presented in Figure C.1 indicates that the site is not within 1km of a designated area.

The nearest SSSI is approximately 1.6km west of the site. This is Attingham Park and is an ancient parkland designated for its assemblage of invertebrates.

The nearest nature reserve is approximately 5.3km to the east. This is The Ercall and Lawrence’s Hill LNR.

Granted European Protected Species Licences

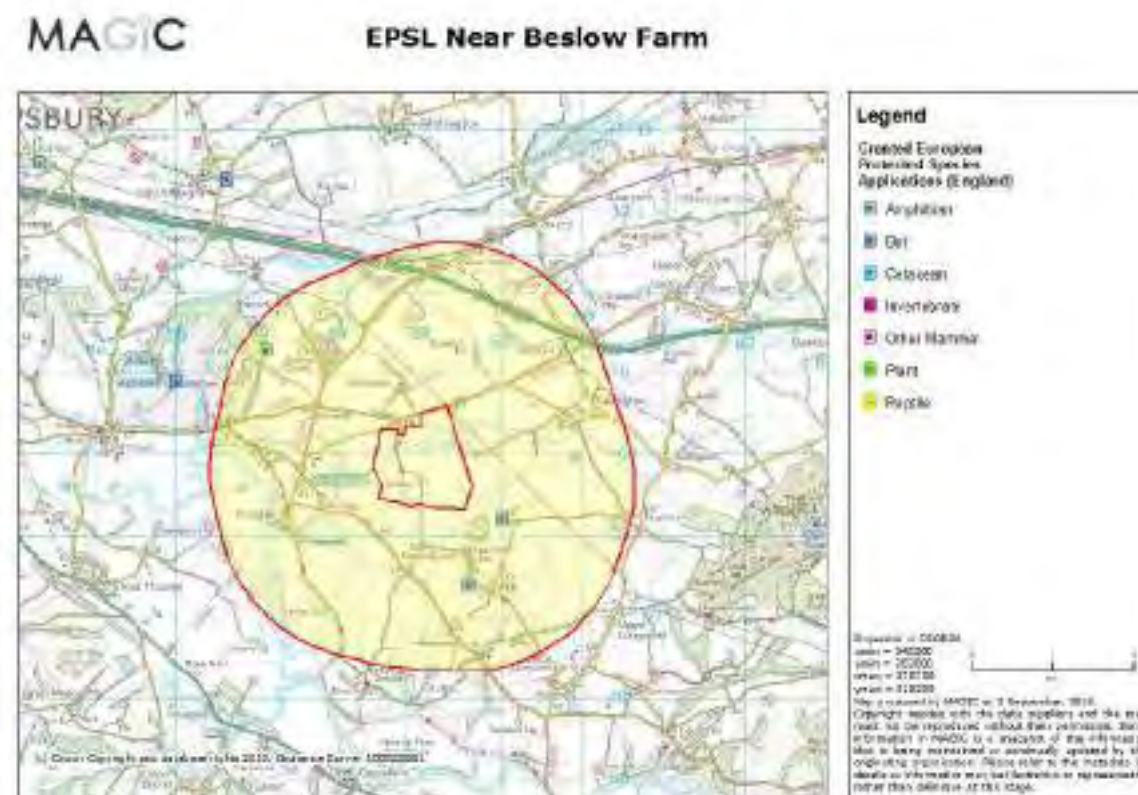


Figure C.2. Previously granted EPS licences within 2km of Beslow Farm, Wroxeter

Table C.1: European Protected Species Licences granted within 2km

| Licence number | Licensable action | Date of licence | Species covered | Distance from site |
|----------------------------|--------------------------------|-----------------------|-----------------|--------------------|
| Bats | | | | |
| 2016-27100-EPS-MIT | Destruction of a resting site | 25/01/2017-25/01/2017 | C-PIP | ~500m |
| EPMS2009-1115 | Destruction of a breeding site | 09/09/2009-31/08/2011 | BLE | ~900m |
| Great crested newts | | | | |
| EPMS2012-4428 | Destruction of a resting site | 14/11/2012-31/10/2017 | GCN | ~1.7km |

European Protected Species Licence data gathered from Magic on the Map was provided by Natural England.

Woodland Habitat

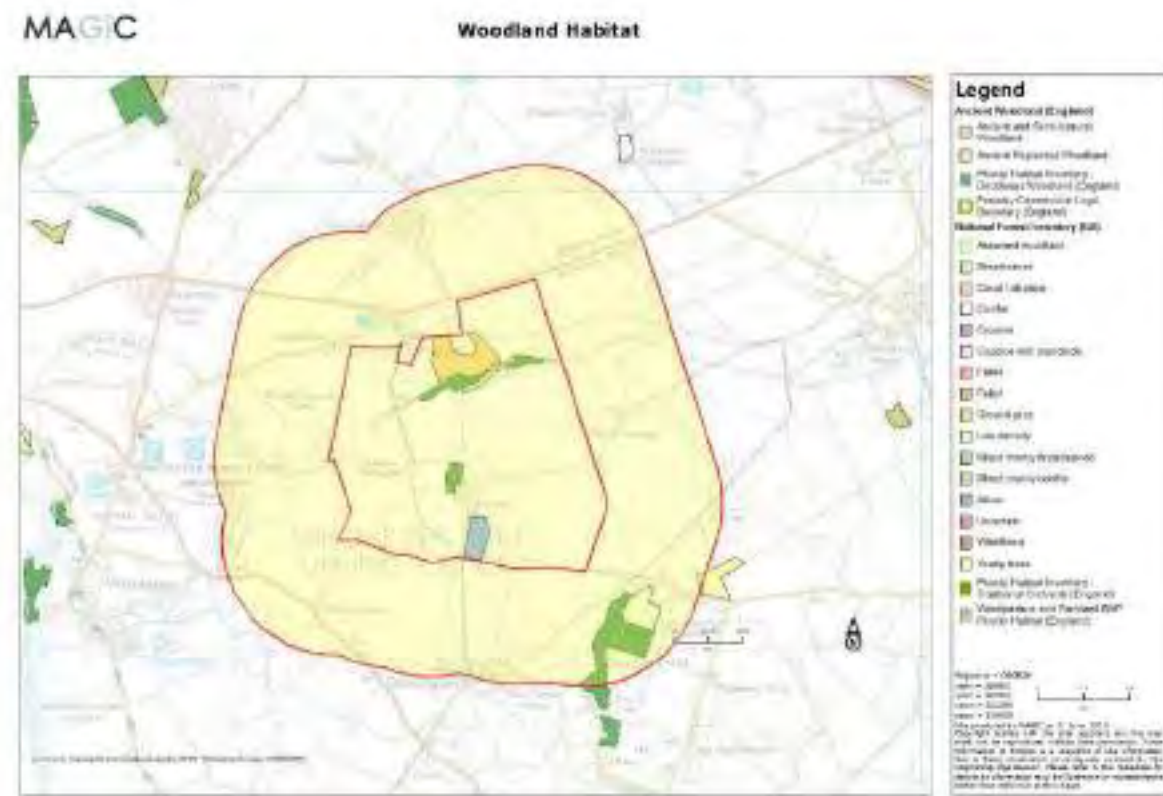


Figure C.3: National Forestry Inventory on and around the site

The National Forestry Inventory was checked to look for the classification of woodland on site. The site includes areas designated as Woodland Ground Prep to the north, broadleaved and mixed broadleaved woodland and an area to the south designated as Shrub.

No areas of Ancient Woodland were recorded within 1km of the site.

Shropshire Environmental Network



Figure C.4. A map from the Shropshire Environmental Network

The proposed development site is not situated within a core area detailed by the Shropshire Environmental Network. However, there is an area passing through the site, from east to west, which is shown to be an ecological corridor. This is listed as a Floodzone, a Watercourse and a Miscellaneous Area of Interest.

Records

A desk search was conducted focussing on the area within 2km of the site. Unless stated otherwise, all records were provided to the NBN Atlas under the Creative Commons licence: CC-BY. The following species have official records in that area:

Bat species:

- Brandt's/ Whiskered bat (*Myotis brandti/ mystacinus*)
- Natterer's (*Myotis nattereri*)
- Common pipistrelle (*Pipistrellus pipistrellus*)
- Soprano pipistrelle (*Pipistrellus pygmaeus*)
- Brown long-eared (*Plecotus auritus*)

The nearest records are of common pipistrelles less than 100m away, to the north, near The Horseshoe Inn. The nearest records of soprano pipistrelles and the Brandt's/Whiskered bats are approximately 900m to the southeast, near Charlton Hill. Bat species data was provided to the NBN Atlas by the SEDN.

Other mammals:

- Water vole (*Arvicola amphibius*)
- Fallow deer (*Dama dama*)
- Hedgehog (*Erinaceus europaeus*)
- Hare (*Lepus europaeus*)
- Otter (*Lutra lutra*)
- Badgers (*Meles meles*)
- Polecat (*Mustela putorius*)

The nearest records are of badger within 300m. The nearest records of brown hare are approximately 300m to the northeast, on the Roman Road. The nearest records of hedgehogs are approximately 1km to the southwest. Other mammal data was provided to the NBN Atlas by the SEDN and the Atlas of Mammals.

Amphibians and Reptiles

- Great crested newt (*Triturus cristatus*)

The nearest GCN record is 1km to the south, near Ivy House. No records of any other amphibian or reptiles are found in this area either. Amphibians and Reptiles data was provided to the NBN Atlas by the SEDN.

Plants

- Bluebells (*Hyacinthoides non-scripta*)

The nearest records of bluebells are approximately 1.2km to the north, near a woodland. However these are historic and are from 1999. Plant species data was provided to the NBN Atlas by the SEDN.

Invasive species

- Japanese knotweed (*Fallopia japonica*)
- Himalayan balsam (*Impatiens glandulifera*)

The nearest records of Japanese knotweed are approximately 1.3km to the west, near the River Severn. The nearest records of Himalayan Balsam are approximately 1km to the west. However these records, for both Himalayan balsam and Japanese knotweed, are historic and are from 1990. Invasive species data was provided to the NBN Atlas by the SEDN.

D Site Plans

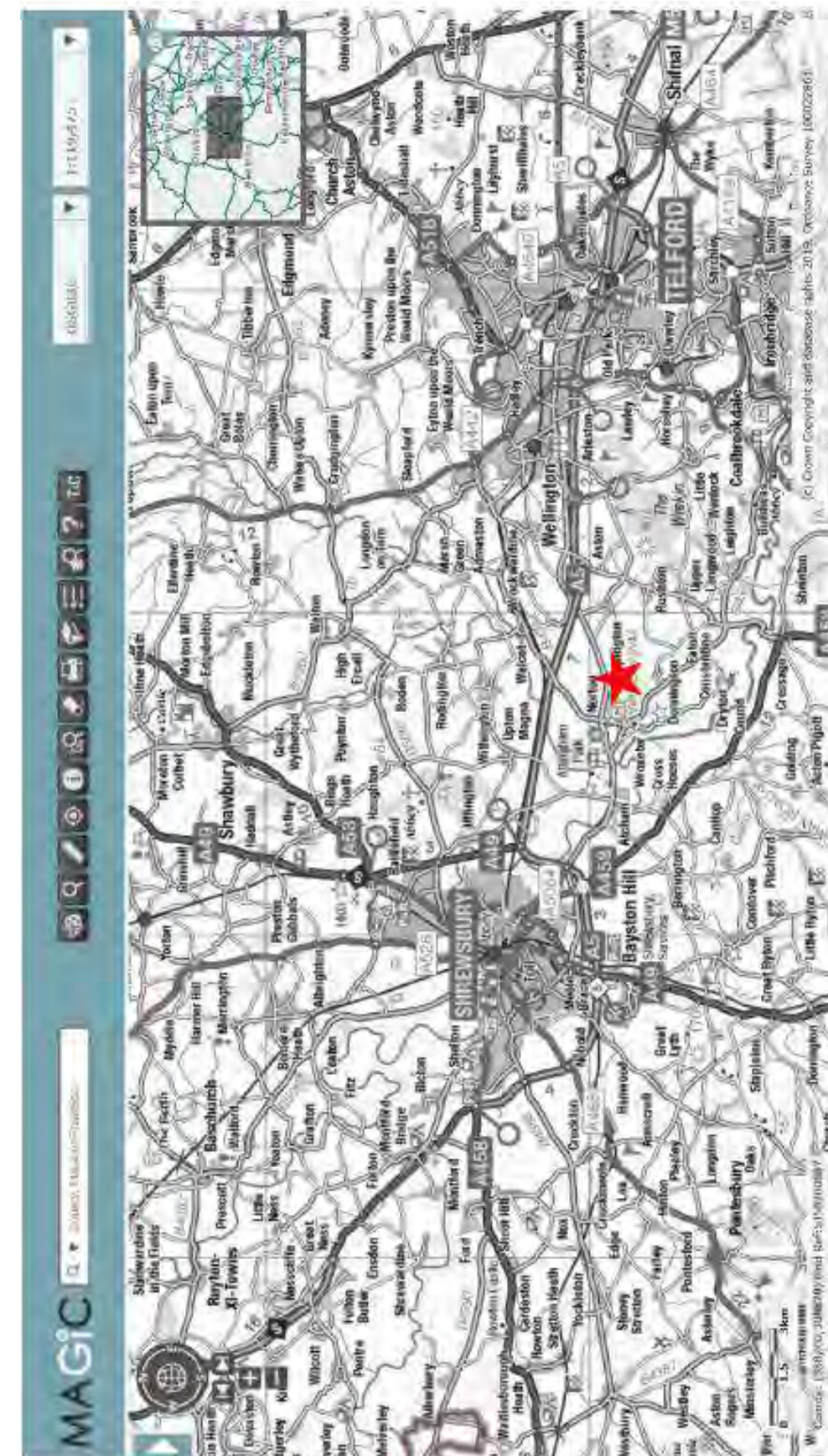


Figure D.1: Proposed location plans

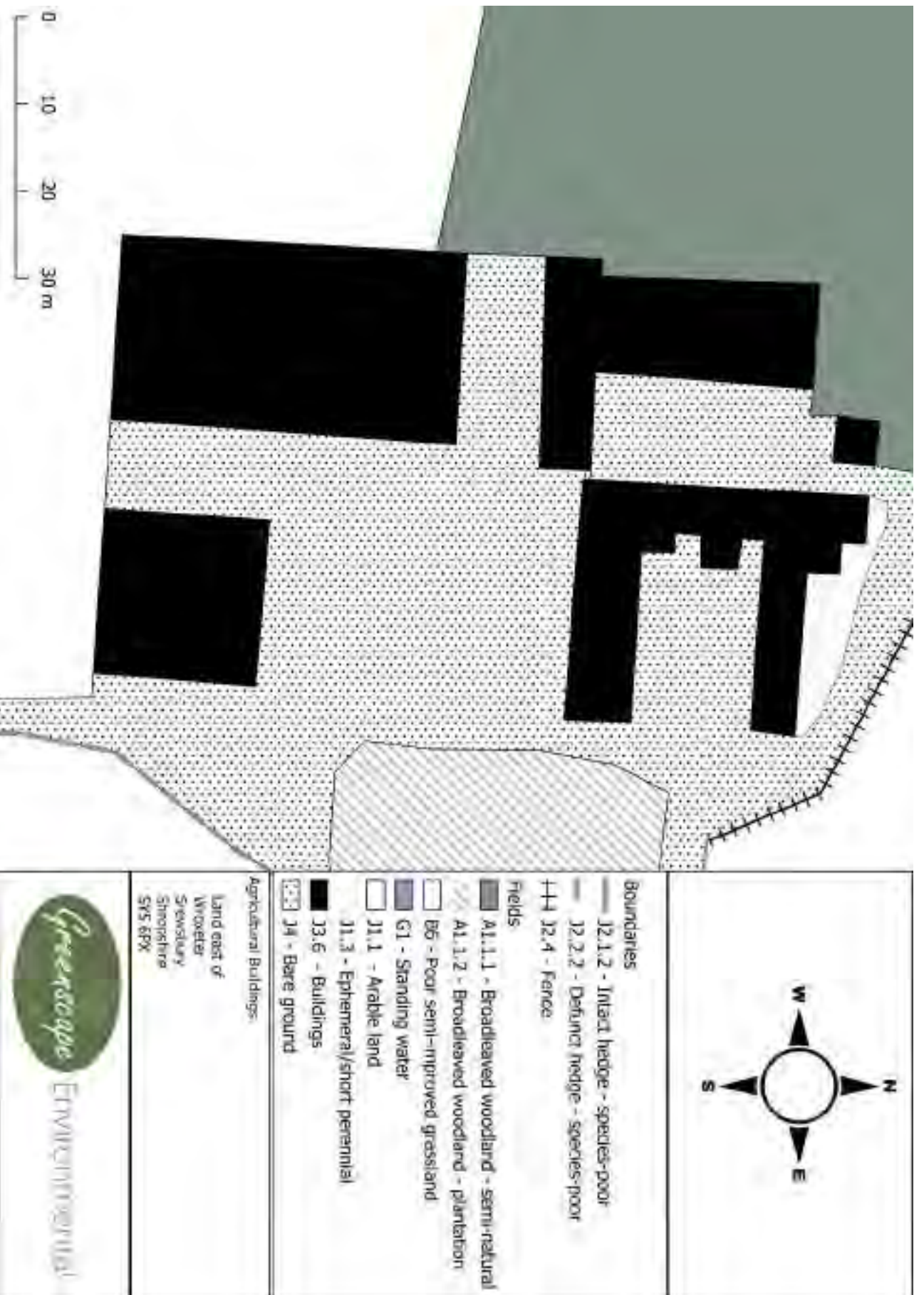


Figure E.2: Phase 1 habitat map of the buildings and surrounds

E Habitat Maps and Target Notes

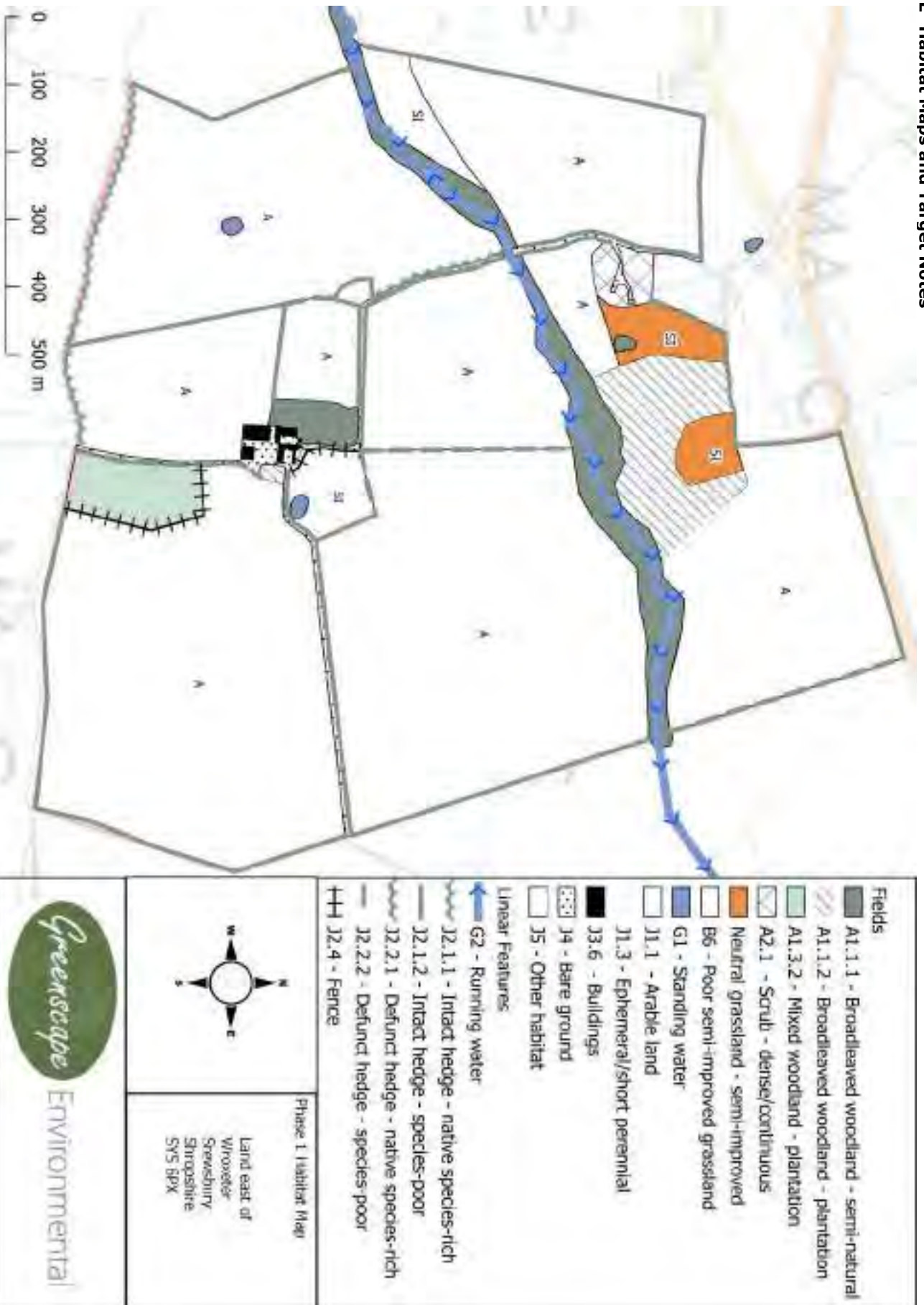


Figure E.1: Phase 1 habitat map of the site

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Appendix Error! Reference source not found.

Greenscape Environmental Ltd

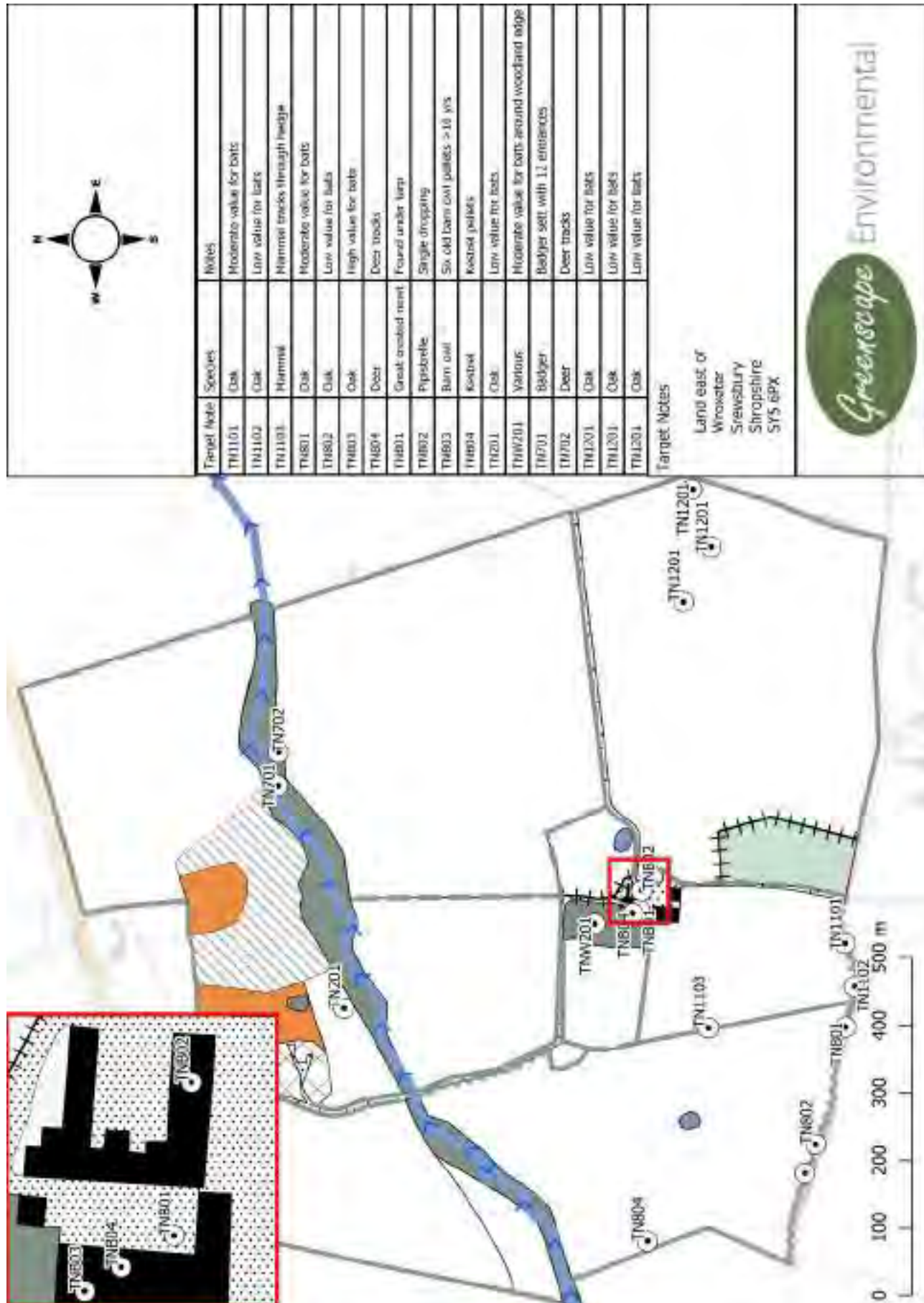


Figure E.3: Target Notes



Appendix 4: Sustainability Appraisal of Strategic Site Options

| Criteria | Criteria Description | Scoring Guide | Clive Barracks (Ref: BNT002) | Former Ironbridge Power Station (Ref: IRN001) | RAF Cosford (Ref: P28 & parts of P30 & P40) | Junction 3 of M54 (Ref: P26 Amended) | Land at Beslow Farm, Raby Estate |
|--|---|---|------------------------------|---|---|--------------------------------------|----------------------------------|
| 1 | Site wholly or partly within one or more of the following (record all that apply): | | | | | | |
| | Special Area of Conservation | Yes = double minus score (-) No = zero score (0) | 0 | 0 | 0 | 0 | 0 |
| | Ramsar Site | | 0 | 0 | 0 | 0 | 0 |
| | National Nature Reserve | | 0 | 0 | 0 | 0 | 0 |
| | Site of Special Scientific Interest | | 0 | -- | 0 | 0 | 0 |
| | Ancient Woodland | | -- | -- | 0 | -- | 0 |
| | Wildlife Site | | -- | -- | 0 | 0 | 0 |
| Local Nature Reserve | 0 | | 0 | 0 | 0 | 0 | |
| 2 | Site boundary within buffer zone of one or more (record all that apply): | | | | | | |
| | 1km of a Special Area of Conservation | Yes = minus score (-) No = zero score (0) | 0 | 0 | 0 | 0 | 0 |
| | 1km of a Ramsar Site | | 0 | 0 | 0 | 0 | 0 |
| | 500m of a National Nature Reserve | | 0 | 0 | 0 | 0 | 0 |
| | 500m of a Site of Special Scientific Interest | | 0 | - | 0 | 0 | 0 |
| | 500m of Ancient woodland | | - | - | 0 | 0 | 0 |
| | 250m of a Wildlife Site | | - | - | 0 | 0 | 0 |
| 100m of a Local Nature Reserve | 0 | | 0 | - | 0 | 0 | |
| 3 | Tree Preservation Order (single or group) within or on site boundary | Yes = minus score (-) No = zero score (0) | 0 | - | - | - | 0 |
| 4 | Site contains one or more (or part) of the following (record all that apply): | | | | | | |
| | Children's playground | Yes = minus score (-) No = zero score (0) | 0 | 0 | 0 | 0 | 0 |
| | Outdoor sports facility | | 0 | - | - | 0 | 0 |
| | Amenity green space | | 0 | 0 | 0 | 0 | 0 |
| Accessible natural green space (natural/semi-natural green space) | 0 | | 0 | 0 | 0 | 0 | |
| 5 | Site boundary within 480m of one or more of the following (record all that apply): | | | | | | |
| | Primary School | Yes = plus score (+) No = minus score (-) | + | - | - | - | - |
| | GP surgery | | - | - | - | - | - |
| | Library(permanent or mobile library stop) | | - | - | - | - | - |
| | Leisure centre | | - | - | - | - | - |
| | Children's playground | | - | - | - | - | - |
| | Outdoor sports facility | | - | + | + | - | - |
| | Amenity green space | | - | - | - | - | - |
| Accessible natural green space (natural/semi-natural green space) | - | | + | + | + | - | |
| 6 | Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile) | Yes = minus score (-) No = zero score (0) | - | - | - | - | - |
| 7 | All or part of the site within a Source Protection Zone (groundwater) | Yes = minus score (-) No = zero score (0) | 0 | 0 | - | - | - |
| 8 | All or part of the site is within Flood Zones 2 or 3 | Yes = minus score (-) No = zero score (0) | - | - | - | - | - |
| 9 | Site wholly/partly within an Air Quality Management Area | Yes = minus score (-) No = zero score (0) | 0 | 0 | 0 | 0 | 0 |
| 10 | Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use | Yes = plus score (+) No = zero score (0) | + | + | + | 0 | + |
| 11 | Site would displace an existing waste management operation | Yes = minus score (-) No = zero score (0) | 0 | 0 | 0 | 0 | 0 |
| 12 | Site wholly/partly within/contains any of the following (record all that apply): | | | | | | |
| | a World Heritage Site or its buffer zone | Yes = double minus score (-) No = zero score (0) | 0 | 0 | 0 | 0 | 0 |
| | a Scheduled Monument | | 0 | 0 | 0 | -- | 0 |
| | a Registered Battlefield | | 0 | 0 | 0 | 0 | 0 |
| | a Registered Park or Garden | | 0 | 0 | 0 | 0 | 0 |
| | a Conservation Area | | 0 | -- | 0 | 0 | 0 |
| a Listed Building | 0 | | 0 | -- | -- | 0 | |
| 13 | Site boundary within buffer zone of one or more (record all that apply): | | | | | | |
| | 300m of a World Heritage Site or its buffer zone | Yes = minus score (-) No = zero score (0) | 0 | - | 0 | 0 | 0 |
| | 300m of a Scheduled Monument | | - | - | 0 | - | 0 |
| | 300m of a Registered Battlefield | | 0 | 0 | 0 | 0 | 0 |
| | 300m of a Registered Park or Garden | | 0 | 0 | 0 | 0 | 0 |
| | 300m of a Conservation Area | | 0 | - | - | - | 0 |
| 100m of a Listed Building | - | | - | - | - | 0 | |
| 14 | Site is wholly/partly classified as very high landscape sensitivity for residential | Double minus score (-) | | | | | |
| | Site is wholly/partly classified as high landscape sensitivity for residential | Minus score (-) | | | | | |
| | Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential | Zero score (0) | | 0 | 0 | 0 | 0 |
| | Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary | Plus score (+) | + | | | | |
| | Overall Score | | -14 | -20 | -13 | -19 | -10 |
| Range is -1 to -20 Good is -1 to -7 Fair is -8 to -14 Poor is -15 to -20 | Overall Sustainability Conclusion | | Fair | Poor | Fair | Poor | Fair |



wsp | indigo.