LAND AT NEWPORT ROAD, COSFORD

Promotional Document to Inform

Shropshire Council's Local Plan Partial Review 2016 – 2036

Prepared for: Nurton Developments

SLR Ref: 406.02395.00004
Version Revision A
August 2019

BASIS OF REPORT

This document has been prepared by SLR with reasonable skill, care and diligence, and taking account of the manpower, timescales and resources devoted to it by agreement with Nurton Developments (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

Information reported herein may be based on the interpretation of public domain data collected by SLR, and/or information supplied by the Client and/or its other advisors and associates. These data have been accepted in good faith as being accurate and valid.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.

CONTENTS

EXECUTIVE SUMMARY **2**

1.0 INTRODUCTION **3**

2.0 POLICY CONTEXT **6**

3.0 PERFORMANCE AGAINST GREEN BELT OBJECTIVES **7**

4.0 LVIA **10**

5.0 ECOLOGY **13**

6.0 HISTORIC ENVIRONMENT **16**

7.0 TRAFFIC AND TRANSPORT **18**

8.0 DRAINAGE AND FLOOD RISK **20**

9.0 INDICATIVE MASTERPLAN **21**

10.0 SUMMARY AND CONCLUSIONS **27**

Executive Summary

Purpose of this report

This report is submitted on behalf of our Client, Nurton Developments Ltd, to support the promotion of their land interests at Newport Road, Cosford.

Shropshire Council has identified Cosford as a strategic site whereby RAF Cosford site becomes a centre of excellence for both UK and International Defence Training. It is proposed that the RAF Cosford site be removed from the Green Belt and is allocated as a Strategic Site in the ongoing Local Plan Review.

The inclusion of Cosford as a Preferred Strategic Site follows positive recommendations within the June 2019 M54 Growth Corridor – Strategic Options Study which states that:

"*The core benefits to RAF Cosford and its contribution to the regional economic profile should not go unnoticed. The opportunity presented incorporates Shropshire's aspirations to retain local talent, up skill, create and foster environments of thriving economic activity and raises the profile of Shropshire as an innovative and self-sustaining economic country.* "

The proposals for RAF Cosford are for new facilities, including training facilities; technical accommodation and domestic accommodation whereby new development and intensification of the use of RAF Cosford will be for military use or non-profit making uses rather than acting as a contribution to meeting Shropshire's future growth needs.

In order deliver on the objectives in terms of the benefits accrued from retaining local talent as identified in the M54 Growth Corridor, there is a need to provide non-military, market housing that will allow civilian staff, military staff, retired and people working in supporting services to purchase property close to where they work. This housing provision is not included in the current Preferred Strategic Site proposal (which confines itself to military uses). Our clients land therefore offers the opportunity to deliver this element to provide people working at the site with the chance to put down real roots by investing in local housing.

This report demonstrates why the Newport Road site is both appropriate for removal of Green Belt and is deliverable such that it can provide locationally preferable land for future housing provision to meet the needs of Cosford, Shropshire and the West Midlands. Critically our clients land offers the opportunity to locate housing adjacent to the Airbase, to provide staff with opportunities to access market housing which is sustainably located and allows them to travel to work on foot reducing the need for private car movements. This is not achievable relying on the current Preferred Sites. The report provides evidence that the Newport Road site is sustainably co-located with the proposed key strategic employment site and can be removed from the Green Belt with less harm than other land around the periphery of Cosford.

It is proposed that the Site represents a logical and defendable extension to the RAF Cosford Strategic Site that can be 'safeguarded' for release from the Green Belt as part of the Shropshire Council Local Plan Partial Review 2016-2036. The site could also be released early as an allocation to align with the growth timetable for RAF Cosford, as required.

To underpin our consideration of the site's appropriateness for development, we have;

- Considered the previous Green Belt assessment work undertaken by the Council in preparing their evidence base to inform the emerging Development Plan; and
- Reviewed the site in terms of its deliverability having regard to a range of technical considerations including: -
    - Landscape and Visual Impact
    - Ecology
    - Historic Environment
    - Transport and Access
    - Hydrology and Flooding

Based on the outcomes of our technical review, this report demonstrates that the Site is appropriate for early release for housing or 'safeguarding' as it can be shown to be:

- available,
- in a suitable location for development, and
- achievable (i.e. with a realistic prospect that housing will be delivered within the plan period) and in particular that development is viable.

Further, we draw conclusions on the Site's potential for residential development and other associated uses which might be secured through the release and allocation of this Site.

Performance Against Green Belt Objectives

The principal of Green Belt reduction around Cosford has been accepted by Shropshire Council which has put forward the RAF Cosford site as a strategic site that would require an amendment to Green Belt boundaries.

The Site arguably plays a relatively limited role in relation to preventing towns from merging. This is partly due to its position in the gap between Albrighton and Shifnal, and also due to the adjacent existing development within the RAF Cosford base.

Another consideration is the potential for coalescence between development at the RAF Cosford base and Albrighton. The gap between these developed areas is narrow and potentially fragile. Further development in this gap could further erode this. Therefore, should there be pressure for additional development associated with or supporting development at the RAF Cosford base, including residential development to provide accommodation, it is more appropriate to consider land to the north of the RAF base.

Reviewing the Site in the context of the Green Belt designation and existing development it is considered that a carefully prepared Masterplan is likely to comprise an appropriate way to support the growth at Cosford, whilst limiting the potential overall harm to the designation.

Deliverability

Analysis of planning and environmental issues, as set out in this Document, identifies that there are no major constraints to the development of this Site, and where there are potential constraints, solutions have been delivered. Naturally, if this Site is considered by Shropshire Council as a potential development opportunity, further and more detailed work would be undertaken to fully detail the Site's technical deliverability, and we would be happy to work with you further on this.

Indicative Masterplan

In order to demonstrate the deliverability of the Newport Road site, and the opportunities that are available in terms of layout and open space provision, an indicative Masterplan is provided in **Section 9** of this document.

Opportunities Offered by this Site

This Report demonstrates that the **Newport Road, Cosford** Site is Available, Suitable and Achievable for residential development to meet future housing requirements and would therefore represent an appropriate release from the Green Belt. Key issues in terms of the Site's positive consideration include the following;

- Delivery of accessibly located land to meet the identified and future housing and other requirements, without the need for significant new infrastructure improvement;
- Provision of non-military, market housing that will allow civilian staff, military staff, retired and people working in supporting services to purchase property within walking distance to where they work;
- Release of Green Belt land which has a more limited contribution to the NPPF's Green Belt purposes than other areas around RAF Cosford, particularly given the defensible boundary provided by the M54;;
- Sustainable housing development co-location with a strategic level employment allocation within the M54 corridor;
- An opportunity for Shropshire Council to identify this Site as safeguarded land, to ensure that sufficient land is taken out of the Green Belt to avoid successive reviews, which would run contrary to the NPPF;
- Delivery of a site which is located sustainably and can be readily linked into the wider, existing transport network;
- Providing an opportunity to enhance the Site and its wider setting;

- Opportunity to improve and enhance the Site's contribution to publicly available open space, enhancing its quality, general condition and providing opportunities for better, natural surveillance;
- Opportunity to enhance biodiversity and implement an ecological mitigation scheme to develop ecological connectivity within the Site, and beyond the Site's boundary;
- Opportunity to create a landscape framework to be implemented which incorporate green infrastructure corridors;
- Delivery of development within the M54 corridor to assist in meeting identified cross-boundary housing need; and
- Reduce pressure on a constrained Albrighton for further housing to support the growth of Cosford Air Base, thus helping to protect the gap between these two areas.

Unfortunately, the Newport Road site was not available in 2017 when Shropshire Council undertook a 'call for sites' consultation and as a result, it has not been included in consideration of Shropshire Council's 'Preferred Sites'. Although formal consultation on 'Preferred Sites' has now closed, consultation is ongoing for 'strategic sites' which affords Shropshire Council the opportunity to consider the significant benefits afforded by the Newport Road site. It is thus incumbent on the Council to consider this site based on the merits outlined in this report and not to prejudice its inclusion in the development plan by virtue of it being promoted later in the plan period.

1.0 Introduction

This Section sets out the purpose of this Report and describes the promoted Site to be considered for Green Belt Release and future housing allocation.

1.1 Report objectives

This report has been prepared on behalf of our Client, Nurton Developments Ltd, to promote land at Newport Road, Cosford (The Site) for future residential development within the Shropshire Council Local Plan Partial Review 2016-2036.

The information in this report is provided to demonstrate why the Site is both appropriate for removal of Green Belt and is deliverable to provide future housing provision. It is proposed that the Site represents a logical and defendable extension to the RAF Cosford strategic site that is currently under consultation.

Based on our technical review of the Site, we consider that it can make an important contribution to delivering Shropshire Council's Housing land requirements for the County and cross-border housing need now and in future plan reviews. More importantly it will also provide people working as RAF Cosford with greater housing choice and assist in encouraging skilled people to stay in the County. This is a stated objective the Councils policy.

1.2 Local Plan Partial Review

The purpose of the Shropshire Council Local Plan Partial Review is to;

- Allow the consideration of updated information on development needs within Shropshire;
- Reflect changes to national policy and Shropshire's local strategies;
- Extend the Plan period to 2036; and
- To provide a plan which will help to support growth and maintain local control over planning decisions during the period to 2036.

To date, Shropshire Council has undertaken consultation on the following:

- Issues and Strategic Options;
- Preferred Scale and Distribution of Development;
- Preferred Sites; and

The Council is currently consulting on 'Strategic Sites' which include the promotion of several strategic sites including the former Ironbridge Power Station, Buildwas, Clive Barracks at Tern Hill, RAF Cosford, and land north of Junction 3 of the M54, which is currently subject to consideration but is not a Preferred Strategic Site. The responses from these consultations will feed into a Pre-Submission Draft Plan in March 2020 which will be consulted upon prior to anticipated submission to Secretary of State in June 2020 and adoption in October 2021.

Although this document is submitted at a later stage in the consultation process, we believe the considerable opportunities offered by the Site warrant consideration and inclusion in the Pre-Submission Draft Plan.

1.3 Cosford Preferred Strategic Development Site

Shropshire Council considers that there is sufficient evidence and justification for land at RAF Cosford to be preferred for allocation as a 'Strategic Site'. RAF Cosford is a military base and airfield located wholly in the Green Belt, to the north west of Albrighton. RAF Cosford is currently a major part of the Defence College of Technical Training (DCTT) and home to the RAF Museum. The RAF Cosford site will become a centre of excellence for both UK and International Defence Training and for 4 School of Technical Training to be relocated from MOD St Athan to Cosford. This is to be led by the Aviation Skills Partnership in collaboration with Telford College, which is launching a new series of aviation engineering courses in September (as stated in a recent Express and Star Article dated 14 April 2019).

RAF Cosford consists of four broad areas, including 27Ha proposed for military accommodation adjacent to Nurton Developments' Newport Road Site. It is proposed that the RAF Cosford site be removed from the Green Belt and is allocated as a Strategic Site in the ongoing Local Plan Review. This document sets out a case for the Newport Road Site to be included within the Green Belt Release as a logical and defendable extension to the RAF Cosford Strategic Site.

1.4 Site Location

The Site is located to the north of Cosford, equidistant between the larger conurbations of Wolverhampton and Telford. The Site benefits from excellent road access potential via the adjacent A41 and its location within the M54 corridor, approximately 300m from Junction 3.

This location is within close proximity to Cosford's local facilities, including Cosford railway station, and is approximately 1.5 miles from Albrighton.

1.5 Site Description

The Site currently comprises approximately 21 Ha of agricultural land that is bounded by a small watercourse (Neachley Brook) and a narrow belt of trees to the north, beyond which lies another agricultural field and the M54. The Site is generally level ranging from 80 to 90m AOD, with topography falling away to the north, towards the watercourse.

The Site is bound on its southern side by an area that is principally used for accommodation for military personnel as part of the wider RAF Cosford site. The Site is bound to the west by the A41, Newport Road and to the west by Mill Lane (minor road with Public Right of Way).

The Site contains no conservation or heritage designations, albeit there is a narrow strip of land immediately adjacent to the watercourse that falls within Flood Zones 2 and 3 (see **Section 8** for further information). The Site currently falls entirely within the Green Belt.

1.6 Site Planning History

A planning history search on Shropshire Council's website has been conducted to investigate whether there have been previous applications within the Site boundary. The search has confirmed that there have been no planning applications made within the Site boundary, although there have been applications granted for small-scale residential alterations on adjacent properties, and for a 31-bedroom accommodation block associated with the Officers Mess within the RAF Cosford site (Ref: 13/03286/FUL granted in 2013).

Figure 1.1: Location Plan

Figure 1.2: Aerial Photo of the Site

1.7 Proposals for the Site

It is proposed that the Site would make a valuable future contribution to meeting future local housing need, driven by the intensification of the employment use proposals for the RAF Cosford site. This local need is associated with the provision of market housing to military personnel, retired military personnel and for civilians working at the RAF Cosford site. There is also a cross-boundary housing need from the Association of Black Country Authorities (ABCA) that is discussed further in **Section 2.1**.

Nurton Developments Ltd is, therefore, promoting the Site for future residential development and has developed an outline Masterplan that is presented in **Section 9** of this report. The Masterplan demonstrated that the Site offers an opportunity to provide 426 dwellings, alongside public open space that maintains a green corridor along the northern watercourse, in a sustainable location that will be adjacent to a strategic employment site.

1.8 Relieving Pressure on Albright

Our client's site provides a sustainable location to deliver the additional housing need which will be generated by the intensification of the RAF base, as well as the County's established local need and those of the ABCA.

This will remove pressure for development which would result in the gap between Albrighton and the RAF base being reduced, while delivering housing in a defensible location, within walking distance of the Base. This makes this site unique and provides an important opportunity for the Council to future proof housing provision in the Local Plan to support the RAFs strategy for Cosford. Critically, it delivers these objectives in a location which has only a minim impact on the purposes of the Green Belt, avoiding locations which would encourage more car trips.

1.9 Report Structure

The remainder of this Report takes the following format;

- Policy Considerations
- Green Belt Considerations
- Landscape and Visual Considerations
- Ecological Considerations
- Historic Environment Considerations
- Transport and Access Considerations
- Hydrology and Flood Risk Considerations
- Indicative Masterplan
- Summary and Conclusions

This Report is supported by a number of plans which illustatate the various technical considerations and opportunities which relate to the Site. These are provided in full in **Appendix 1**.

1.10 SLR Experience and Capability

SLR is a multidisciplinary consultancy with a long history of providing straightforward, commercially aware and technically robust advice to clients in the Built Environment Sector. SLR has supported many clients in the provision of promotional documentation for consideration in the revision and development of local policy within many local authority areas.

We therefore recognise the complexities of sites and have an experienced multi-disciplinary team who understand the challenges and opportunities they can provide, as well as the evidence required in order to demonstrate Site deliverability.

By assessing sites against the full range of technical considerations which inform the consenting of land for development, we offer an integrated and holistic approach to site consideration and delivery.

2.0 Policy Context

Local planning policy documents currently comprises the Core Strategy (2011) and the Site Allocations and Management of Development (SAMDev) plan (2015).

During Examination of the SAMDev, the Planning Inspector made it clear that housing requirements, the distribution of development and a review of Green Belt boundaries would need to be reviewed during the Plan period.

In response, Shropshire Council is now undergoing this local plan partial review, consistent with the NPPF, which specifies in Paragraph 153 that the local plan can be *reviewed "in whole or in part to respond flexibly to changing circumstances".*

The Review is being undertaken to allow the consideration of updated information on development need, to reflect change in national policy and local strategies, to extend the Plan period to 2036 and provide a plan to support growth over this extended period. To date, the review has comprised several formal consultations:

- **Issues and Strategic Options Consultations –** To seek views on key issues and strategic options for the Local Plan Review, covering housing requirement, strategic distribution of future growth, strategic for employment growth and developments in rural settlements.
- **Preferred Scale and Distribution of Development Consultation** – To seek views on the preferred scale and distribution of housing and economic development and to confirm the methodology to identify a settlement hierarchy in Shropshire, identifying key settlements for development.
- **Preferred Sites Consultation** – To seek views on a housing policy direction to improve the delivery of local housing needs, development guidelines and development boundaries for Shrewsbury and key centres as well as preferred sites to deliver the preferred scale and distribution of housing and employment growth
- **Strategic Sites** - A fourth consultation exercise is currently underway that is focussed on three Preferred Strategic Sites comprising former Ironbridge Power Station, Buildwas, Clive Barracks at Tern Hill, RAF Cosford, and land north of Junction 3 of the M54 (which is currently subject to consideration but is not a Preferred Strategic Site).

The Preferred Scale and Distribution of Development Consultation sets a strategy for high housing growth of 28,750 dwelling over the plan period (1,430 per year), that would require net additional housing of 10,347 dwellings.

The strategy is for an 'Urban Focused' distribution whereby Key Centres, such as nearby Albrighton, are to provide 18% of this figure and Rural Areas such as Cosford (a Community Hub), will provide 27.5%.

The Preferred Sites Consultation Document confirms the High Growth figure as Shropshire Council's preference. Although the Preferred Sites proposals identify provision of 500 dwellings in Albrighton, alongside 5Ha of employment land, it does not set out any provision for Cosford, instead referring to the Strategic Sites Consultation that is ongoing, however it does highlight the strong interplay between the two settlements.

The Strategic Sites Consultation sets out justification for land at RAF Cosford to be preferred for allocation as a Strategic Site to facilitate development by the MoD as a centre of excellence for both UK and International Defence Training and for 4 School of Technical Training to be relocated from MOD St Athan. Reference is made within the consultation document to an additional 1,500 people (staff and student population), over the next 10+ years RAF Cosford, although this could potentially increase further dependant on the outcome of the ongoing work.

The inclusion of Cosford as a preferred strategic sites follows positive recommendations within the June 2019 M54 Growth Corridor – Strategic Options Study which states that:

"*The core benefits to RAF Cosford and its contribution to the regional economic profile should not go unnoticed. The opportunity presented incorporates Shropshire's aspirations to retain local talent, up skill, create and foster environments of thriving economic activity and raises the profile of Shropshire as an innovative and self-sustaining economic country. "*

It is important to note that the proposals for RAF Cosford within the Consultation document are for new facilities, including training facilities; technical accommodation and domestic accommodation. The Consultation document notes that proposals for new development and intensification of the use of RAF Cosford are expected to be for military use or non-profit making uses rather than acting as a contribution to meeting Shropshire's future growth needs.

In order deliver on the objectives in terms of the benefits accrued from retaining local talent as identified in the M54 Growth Corridor, there is a need to provide non-military, market housing that will allow civilian staff, military staff, retired and people working in supporting services to purchase property close to where they work. This housing provision is not included in the current Preferred Strategic Site proposal (which confines itself to military uses). Our clients land therefore offers the opportunity to deliver this element to provide people working at the Site with the chance to put down real routes by investing in local housing.

2.1 Cross Border Housing Need

In February 2019, ABCA wrote to Shropshire Council to confirm the shortfall and to recognise the economic potential that the M54 corridor and rail line represents. RAF Cosford was specifically mentioned in correspondence between Shropshire Council and ABCA, who both stressed the importance of developing the Cosford site and the opportunity for investment in this area.

On 20th March 2019, Shropshire Council approved, in principle, to explore the benefits to Shropshire of accepting a proportion of unmet development need from the Association of Black Country Authorities (ABCA) that has identified a 22,000 housing and 300 ha employment land shortfall.

There are agreed physical connections to the Black Country from Shropshire and the Council recognises that there may be an opportunity for a proportion of the Local Plan housing allocations to be attributed to meeting the needs of the Black Country. The level of any need to be accommodated from ABCA is yet to be agreed. Therefore, it is critical that sufficient land is removed from the Green Belt to accommodate this potential need, as well as the County's need, to prevent unacceptable successive Green Belt reviews.

3.0 Performance Against Green Belt Objectives

The following Section provides context for the promotion of the Site for release from the Green Belt. It considers the policy context provided by the NPPF and the approach adopted in the Shropshire Green Belt Assessment (LUC for Shropshire Council, September 2017) and the Shropshire Green Belt Review: Stage 2 (LUC for Shropshire Council, November 2018).

3.1 Green Belt Purpose

Green Belt Policy is the most longstanding policy instrument to shape urban development patterns, with London's Metropolitan Green Belt first implemented in the Greater London Plan in 1944. Green Belts were not primarily designated due to the attractiveness of land, or for being environmentally pleasing, but purely to act as a physical containment barrier for growth. Given the significant housing pressures in the West Midlands it is necessary to review these boundaries and this offers the opportunity to deliver other benefits to the public which are relevant to today's circumstances.

3.2 NPPF Tests

National Green Belt Policy is set out within Paragraphs 133-147 of the National Planning Framework (NPPF), published in 2019. In particular, Paragraph 133 states that the essential characteristics of Green Belts are their openness and permanence, whilst Paragraph 134 establishes the Green Belt as serving 5 main purposes:

- 'to check the unrestricted sprawl of large built-up areas,
- to prevent neighbourhood towns merging into one another,
- to assist in safeguarding the countryside from encroachment,
- to preserve the setting and special character of historic towns; and,
- to assist in the urban regeneration, by encouraging the recycling of derelict and other urban land'

Paragraphs 135-140 set out the framework for Local Authorities to alter Green Belt boundaries as part of the plan-making process.

3.3 Published Green Belt Studies

As part of the preparation of the evidence base for the Local Plan Review, Shropshire Council commissioned LUC to undertake an assessment of the Green Belt within the county; the Shropshire Green Belt Assessment, published in September 2017. This document presents an analysis of the extent to which the land within the Green Belt performs against the five purposes set out in the NPPF. This was undertaken by dividing the Green Belt within Shropshire into 85 separate land areas in order to assess against the NPPF purposes.

A subsequent study, the Shropshire Green Belt Review: Stage 2, published in November 2018 considers 29 potential 'Opportunity Areas' around existing settlements, Cosford village and military base and junctions 3 and 4 of the M54. The Stage 2 Report draws on the findings of the previous Green Belt Assessment and then specifically considers the harm that would result from removing parcels and Opportunity Areas from the Green Belt.

The analysis of the parcels within the Green Belt Assessment and more specific analysis of Opportunity Areas in the Stage 2 Review have been analysed in order to understand where the Site lies in the context of this assessment. In addition, further work has been undertaken to apply this in relation to this specific Site, recognising that a site would typically occupy part of a parcel.

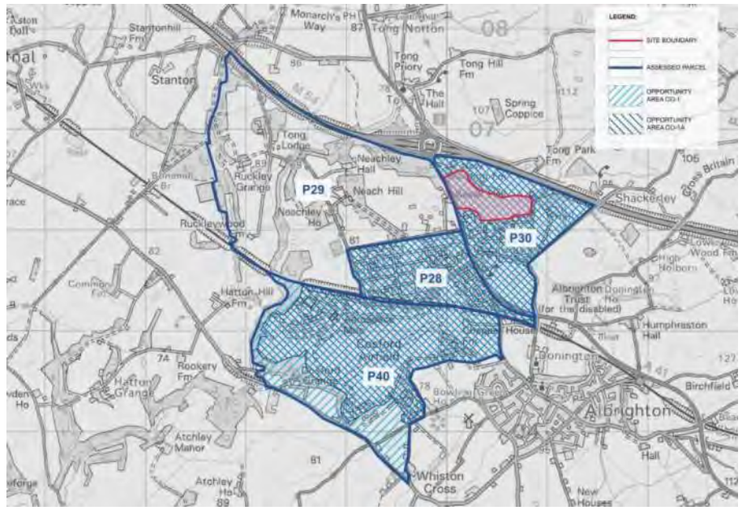
3.4 Green Belt Assessment

The Site lies entirely within Green Belt parcel P30. It also occupies part of Opportunity Area Co-1. The eastern part of the Site extends beyond these Opportunity Areas. A summary of the findings from the Green Belt Assessment is included in **Table 3.1**. Whilst Green Belt Purpose 5 was considered to be important, it was decided that in practice it was not possible to assess this purpose in a meaningful way in the Green Belt Assessment. The location and extent of the Site in relation to the Green Belt Parcels and Opportunity Areas are shown in **Figure 3.1**.

Table 3.1– Summary of Green Belt Assessment findings

GB Purpose	NPPF Green Belt Objective	Parcel P30
1a	Protection of open land from urban sprawl	No contribution
1b	Ability of boundaries / features to contain development and prevent urban sprawl	No contribution
2	to prevent neighbourhood towns merging into one another	Moderate
3	to assist in safeguarding the countryside from encroachment	Moderate
4	to preserve the setting and special character of historic towns	No contribution

Figure 3.1: Site Location in Relation to Green Belt Parcels and Opportunity Areas



3.4.1 Green Belt Purpose 1 (1a and 1b) - to check the unrestricted sprawl of large built-up areas

Parcel P30 is located away from large built-up areas. Therefore, the Green Belt parcels make no contribution to this purpose.

Site Specific Analysis

In line with the published Green Belt Assessment the Site is located away from any large built up areas. Therefore, the Site would make no contribution to this purpose.

3.4.2 Green Belt Purpose 2 – to prevent neighbourhood towns merging into one another

Parcel P30 lies within the gap between Shifnal and Albrighton. A large proportion of the parcel is developed, comprising part of the RAF Cosford base and other structures including a retirement village, petrol station, residential properties and a caravan outlet. The consequence of this level of development within the Green Belt leads to a perception of the narrowing of the gap between Albrighton and Shifnal when travelling along the A41. The Green Belt Assessment identifies that the remaining open area within the parcel play a "limited role in preventing further reduction of the visual and physical distance between these two settlements".

Site Specific Analysis

Notwithstanding that the site is located in a parcel defined by the LPA as forming part of 'the Gap between Shifnal and Albrighton', by virtue of its location on the north eastern edge of the already developed RAF Cosford, its release and development would have no material impact on the Green Belt. The Green Belt Assessment states that development of the wider parcel would result in development within this gap. However, the pattern

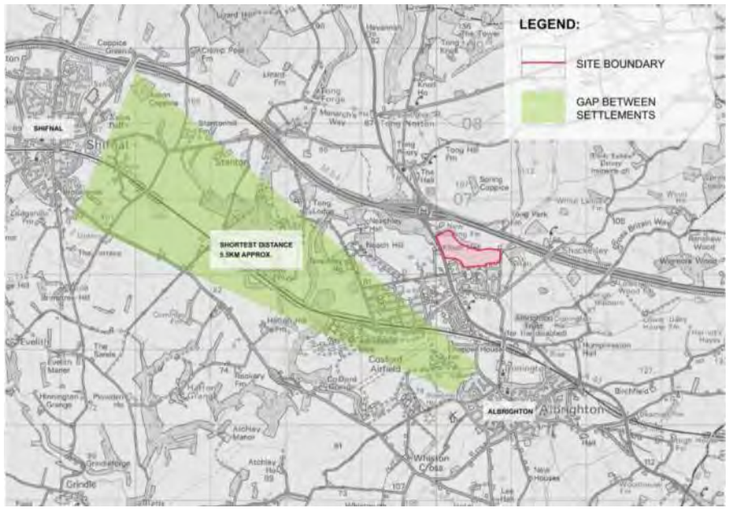
of existing development within the RAF Cosford Base would limit the perception of this change, which would be indiscernible in terms of the development of the Site. In addition, the A41 does not provide a direct connection between Albrighton and Shifnal, which again would influence (and limit) how people would perceive any reduction in this gap.

Figure 3.2 shows the location of the Site in relation to the local settlement pattern. This also demonstrates that the Site lies to the north of the main gap between Shifnal and Albrighton.

Another point of relevance is the relationship between the RAF Cosford base and Albrighton. Should the RAF Cosford base be removed from the Green Belt, due to it forming a major development site and thereby making a more limited contribution to Green Belt purposes, this land would no longer lie in the gap between Cosford and Albrighton. Therefore, should there be a requirement for additional development at the RAF base, development of the Site would not affect the gap between these areas of built development, and potential for coalescence/loss of settlement identity.

To mitigate effects on this purpose it is also proposed to retain tree and hedgerow planting along the western boundary of the Site. This would reduce the prominence of potential development from the A41.

Figure 3.2: Site Location in Relation to the local settlement pattern



3.4.3 Green Belt Purpose 3 – To assist in safeguarding the countryside from encroachment

The Green Belt Assessment identifies that a level of encroachment has already occurred with parcel P30 due to the RAF Cosford base and other development. The remaining parts of the parcel exhibit countryside characteristics, comprising agricultural land, woodland, the gardens of Shackerley Hall and dispersed residential properties.

Site Specific Analysis

The Site comprises open, undeveloped countryside. It adjoins the eastern part of the RAF Cosford base and this development has some influence on the perception of the development. Given the proportion of the parcel that has been developed and the influence this has on the remaining parts of undeveloped countryside it could be questioned as to whether this parcel makes a moderate contribution to preventing encroachment into the countryside. The boundary of the existing development does not have a strong boundary (in the context of Green Belt boundaries) should the RAF Cosford base be removed from the Green Belt due to it forming a major developed site.

Development of the Site would comprise further encroachment into the countryside. However, the existing wooded stream corridor and A41 would form relatively strong boundaries and the reinforcement of these as part of the Masterplan, together with further planting at the eastern end of the Site would mitigate effects on this purpose and reduce intervisibility of potential development.

3.4.4 Green Belt Purpose 4 – To preserve the setting and special character of historic towns

The Green Belt Assessment identifies that parcel P30 make no contribution to this purpose.

Site Specific Analysis

Analysis of the Site would not differ from the judgement made in the Green Belt Assessment.

3.4.5 The Shropshire Green Belt Review: Stage 2

The Stage 2 Green Belt Review revisits the findings from the earlier assessment but also provides a more detailed analysis of the land around settlements, including Cosford.

This Stage 2 Review includes consideration of parcel P30, which includes the Site. This document considers alternative Green Belt Boundaries, the harm that would result from releasing the parcel from the Green Belt, and also Opportunity Areas that are defined around settlements. The Site lies partly within Opportunity Areas Co-1 and Co-1a.

In relation to alternative Green Belt Boundaries, the Stage 2 Review identifies that this parcel is inset into the Green Belt i.e. it does not lie adjacent to a settlement that is excluded from the designation. It also sets out that the parcel is defined by the M54, A41 and Shackerley Lane, all of which are considered to comprises readily recognisable features.

The analysis of the harm to the Green Belt that would result from the release of parcel P30 considers both the entire parcel and a sub-parcel. This sub-parcel comprises the southern part of Parcel P30 and therefore does not include the Site.

The Stage 2 Review states that there would be a Moderate level of harm to the Green Belt in this local area resulting from the release of parcel P30. The analysis of harm primarily relates to encroachment into the countryside, although it is acknowledged that the M54 provides severance between the parcel and the wider countryside.

Opportunity Area Co-1 relates to the RAF Cosford base plus the land to the south (up to Wolverhampton Road/A464) and the full extent of Parcel P30 and comprises several Green Belt parcels (P28, P30 and P40). A Sub-Opportunity Area is also identified, which comparable in extent to Opportunity Area Co1, but excludes the land to the west and south of the RAF Cosford Base. The Stage 2 Review identifies a Moderate-High level of harm to the Green Belt resulting from the release of Opportunity Area Co-1 and a Moderate level of harm resulting from the release of Sub-Opportunity Area Co-1a. The key reasons for the judgements regarding Opportunity Area Co-1 again link with Green Belt Purpose 3 and encroachment into the countryside and acknowledges that the M54 provides both containment and severance from the wider countryside.

Although the extent of Sub-Opportunity Area Co-1a is comparable with the broader Opportunity Area, removing the outer western and southern parts of parcel P40 is considered (in the Green Belt Review) to reduce in the level of harm.

Site Specific Analysis

It is acknowledged that development within the Site would result in encroachment into the countryside. To mitigate the potential for encroachment into the countryside the proposed landscape framework would reduce intervisibility of potential development from the wider countryside. Relatively low-lying landscape, falling in a northerly direction would also help to reduce the potential prominence of development.

3.5 Context of Cosford

It is relevant to take an overview of the context of Cosford in relation to the Green Belt and objectives for growth within Shropshire. Cosford is washed over by the Green Belt. However, it clearly forms a Major Developed Site in the Green Belt. The development needed to support the RAF base that cannot be accommodated within the existing site should logically take place on land surrounding the Base, rather than relying on more remote allocations away from Cosford. Development of the land to the south of the RAF base would erode the very limited gap between it and Albrighton. Residential uses on this land would also be located adjacent to the airfield within the flight zone; while housing development on our client's land would lie to the north of existing residential accommodation, forming a more appropriate juxtaposition of uses and ensuring good levels of residential amenity would be delivered.

Therefore, development to the north, and particularly our clients Site, would be the most appropriate solution. Providing appropriate mitigation is incorporated (which forms part of the proposed Masterplan) development could take place in a sensitive way that limits the harm to the Green Belt and importantly would not affect the gap between the RAF base and Albrighton. In addition, the way in which the existing built form of the RAF base (and in the immediate context) already influences the gap

between Albrighton and Shifnal means development of the Site is likely to limit the change in relation to this baseline.

3.6 Green Belt Boundaries

An important consideration has been how this Site would fit in relation to a potential revised Green Belt Boundary. A potential issue is that this Site would be inset into the Green Belt rather than linking with an existing settlement. However, its position adjacent to the RAF Cosford base means it would relate very closely to this Major Developed Site in the Green Belt. Should the RAF Cosford base be removed from the Green Belt it may also be appropriate to consider whether additional land may be required for future expansion or to support such growth e.g. the provision of land for associated residential accommodation.

The boundaries of the Site comprise relatively recognisable features, particularly the A41 to the west and the stream corridor to the north. The weaker boundary is Mill Lane to the east and this would be reinforced by the proposed landscape framework.

3.7 Summary

The Site would potentially be inset within the Green Belt. However, it lies adjacent to a major developed site that is currently washed over by Green Belt. The Site comprises undeveloped agricultural land and therefore its inclusion in the designation has been successful in limiting the encroachment of development into the countryside, although it is influenced by the adjacent development within the RAF Cosford base. The Site plays no role in relation to preventing towns from merging. This is partly due to its position to the north of RAF base with intervening development already having this effect on the Gap between Shifnal and Cosford.

A key consideration is the potential for coalescence between development at the RAF Cosford base and Albrighton. The gap between these developed areas is narrow and potentially fragile. Further development in this gap could further erode this. Therefore, given the pressure for additional development associated with or supporting the intensification of the RAF Cosford base, including residential uses, would be most appropriately located on land to the north of the RAF base. Releasing this land will remove pressure on land between the RAF Base and Albrighton, where development would have significant negative impact on the purposes of the Green Belt.

Reviewing the Site in the context of the Green Belt designation and existing development it is considered that a carefully prepared Masterplan is likely to comprise an appropriate way to support the growth at Cosford, whilst limiting the potential overall harm to the designation.

4.0 LVIA

This Section considers the landscape and visual context of the Site and comprises of three main topics as follows:

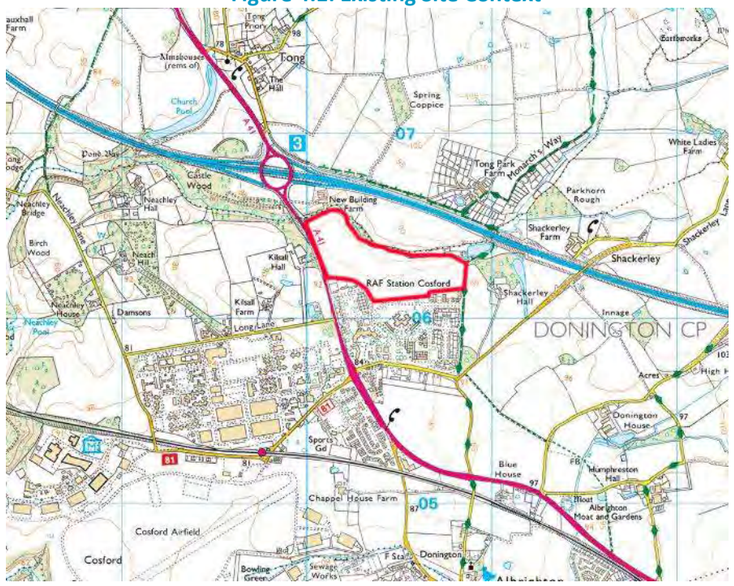
- A review of the Site and its context in terms of landscape and visual aspects, including designations and landscape character;
- The landscape and visual implications of development within the Site and potential constraints and opportunities; and
- A summary of Green Belt issues and other development parcel comparisons around the edge of Shifnal.

4.1 Site and Context

The Site is located directly east of the A41 Newport Road and north of the RAF Cosford main accommodation centre as shown in **Figure 4.1**.

West of the A41 is Kilsall Hall[1] which has an estate parkland setting, this is mirrored to the east by Shackerley Hall[1] in a similar setting, while to the south the RAF Cosford accommodation area consists of widely spaced accommodation blocks within a well-stocked parkland of trees.

Figure 4.1: Existing Site Context



To the north the land falls towards a small water course (Neachley Book) which is a tributary of the River Worfe. Beyond Neachley Book the landform rises to the M54 motorway, the motorway is predominantly screened from within the Site due to riparian vegetation along Neachley Brook and adjacent boundaries, but is audible especially, near to the water course.

The Site area consists predominantly of a single open arable field which has undergone some hedgerow removal in the past, in the centre of the Site and along part of the western extent.

In the low-lying land adjacent to Neachley Brook areas of grassland remain, particularly to the north west of the Site. The ground cover and context of the Site is shown in **Figure 4.2**.

Figure 4.2: Existing Land Cover for Site and Adjacent Landscape

Figure 4.3: Site Boundary with RAF Cosford Site

The highest part of the Site follows the boundary with the RAF Cosford site to the south with the landform falling northwards towards Neachley Book.

Beyond the north east corner of the Site Shackerley Mill is located, which consists of two private houses, one a large cottage and the other a converted mill building, with mill pond and sluice and the remains of a smithy. The entrance drive to this property is shown in **Figure 4.4**, and although filtered views through the hedgerow and vegetation into the Site are present along the access drive none were apparent from the area of the Mill and associated buildings.

Figure 4.4: Access to Shackerley Mill and line of Monarch's Way

The Monarch's Way long distance path passes along the eastern boundary of the Site and follows the drive to Shackerley Mill shown in **Figure 4.4**. The Monarch's Way passes east of the mill pond and then beneath the M54 before heading northwards. To the south the Monarch's Way follows a narrow road that provides access to a number of semi-detached houses associated with the RAF Cosford accommodation area.

Beyond the north west corner of Site is New Building Farm with filtered views into the Site through riparian vegetation.

4.2 Landscape Designations and Landscape Value

There are no landscape designations within the Site or surrounding landscape with Cannock Chase AONB 15.5km to the east and the Shropshire Hills 14.4km to the west.

Two Conservation Areas are present within Albrighton and the nearest is approximately 1.9km to the south. However, the well vegetated nature of the intervening RAF Cosford site would prevent any inter-visibility between the Site and these conservation areas.

[1] Further details recorded in Section 6: Historic Environment

There are no areas within the Site or local landscape designated for ecological value, wildlife or scientific interest.

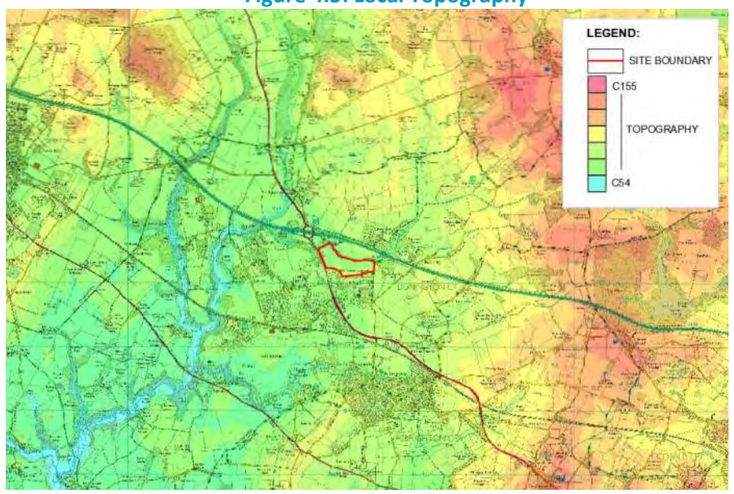
The Regional Agricultural Land Classification Map indicates the Site and surrounding area to be Grade 2 agricultural land.

Mature trees are present along all boundaries of the Site, supplemented by hedgerows, vegetation along the A41, stream corridor to the north, country estates to the east and west and large amounts of scattered trees within the adjacent RAF Cosford site to the south.

4.3 Landscape Character Assessment

The local topography is formed by Neachley Brook to the north of the Site, which has eroded a shallow valley through the sandstone bedrock (between 80m and 85m AOD). As the water course has increased its flow rate and tributaries have combined, the valley slopes have steepened to become part of an incised valley system to the west. To the east the landform rises to the higher ground of a plateau at approximately 140m AOD, as illustrated in **Figure 4.5**.

Figure 4.5: Local Topography



The local landscape character is examined in the Shropshire Landscape Typology[2] which divides the landscape into a number of Landscape Character Types (LCTs) as illustrated in **Figure 4.6**. The Site is predominantly located in the Sandstone Estatelands LCT, with the north west corner in the Incised Sandstone Valleys LCT.

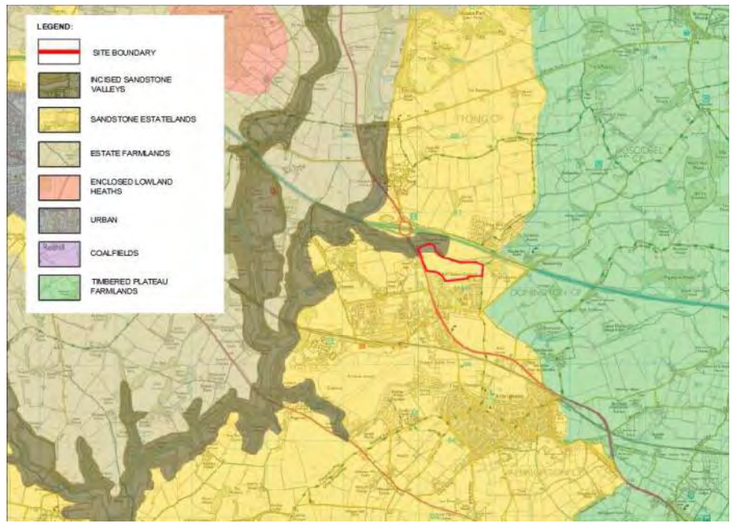
The Sandstone Estatelands LCT is typified by open arable fields, but also by parklands and country houses such as Kilsall Hall and Shackerley Hall, which form significant focal points for tree cover. At the Site this characteristic of tree cover extends to include the RAF Cosford accommodation directly to the south, and the riparian vegetation along Neachley Brook to the north also adds to the level of tree cover. Thus, the Site which consists of the typical open arable land is well enclosed and screened in all directions due to high levels of tree cover.

The small Neachley Brook to the north runs into the Incised Sandstone Valley LCT and is a tributary of the River Worfe which runs south through the incised valley network. The incised Sandstone Valley landscape to the west of the Site contains further tree cover in terms of linear woodlands along water courses, planned woodland blocks and parklands with more open woodland, adding further screening elements to the local landscape.

The higher plateau landform to the east is classified as part of the Timbered Plateau Farmlands LCT which border Wolverhampton. This LCT is characterised by ancient woodlands and dingles in valleys and its elevated level increases the prominence of hedgerows and woods, creating a wooded skyline to the east.

The local landscape is thus a contained and enclosed landscape with high levels of woodland and tree cover.

Figure 4.6: Local Landscape Character



4.4 Constraints and opportunities

The higher levels of woodland cover and enclosed nature of the Site provide an opportunity for development with little visual impact on adjacent areas. Any potential landscape impact would also be low due to the intensive agricultural nature of the land cover.

The Neachley Brook[3] to the north presents an opportunity in terms of green space and existing ecological value. However, it also represents a constraint in terms of preserving habitat, vegetation and water quality. Siting green space along the northern edge of the Site, as shown in the indicative Masterplan for the Site, with a new water course linking attenuation lagoons together provides a buffer to Neachley Book and has the potential to enhance the landscape in this area.

The filtered views to New Building Farm would be a slight constraint, however the enhancement of the water course area would provide opportunities for providing planting to screen any such views.

Figure 4.7: Filtered view towards Site from New Building Farm

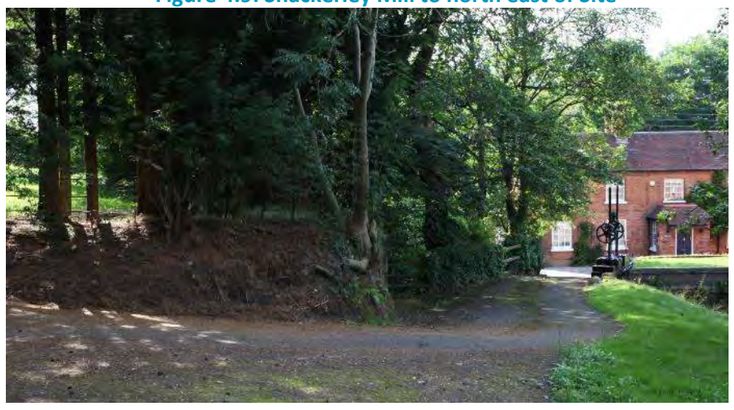
Opportunities also exist to extend a footpath link from the Monarch's Way on the east side of the Site to the A41 on the west side of the Site, following the line of the new water course. This could provide circular walks utilising the PRoW network to the north of the M54 around Tong, or bus links to Shifnal or Wolverhampton.

Figure 4.8: View south from the Monarch's Way on east edge of Site

[2] Shropshire Landscape Typology: Shropshire County Council (2006)

[3] Section 5 Ecology provides more details on Neachley Book

Figure 4.9: Shackerley Mill to north east of Site



4.5 Green Belt Review Documents

The Site is within Green Belt land to the north of Albrighton and would need to be released from the Green Belt to enable its development. In Paragraph 141 the NPPF states that;

> *'Once Green Belts have been defined local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.'*

Section 3 of this document considers performance of the Site against Green Belt objectives in detail.

The Site is well contained initially by the A41 to the east, Shackerley Lane to the west, the Neachley Brook to the north and RAF Cosford to the south. The two country estates further to the west and east, and M54 to the north, provide further reinforcement of these boundaries. These factors support the case made for the Site representing a suitable way to support growth at the RAF base at Cosford in **Section 3**.

4.6 Comparison with other local sites

Other sites around Cosford have been examined in the Shropshire Local Plan Review[4]. This document includes consideration of Cosford as part of the Green Belt and whether it should be removed from the Green Belt due to its developed state.

In addition, 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. The location of this area would include a large area of the Incised Sandstone Valleys LCT centrally and the Estate Farmlands LCT around the edges.

This parcel of land slopes downwards into the central water course that forms part of the River Worfe catchment area. Given the size of the proposed development water attenuation and control may be difficult to achieve within the incised valley landform. Linear tree belts are present along the water course and are an important key characteristic of the Incised Sandstone Valleys LCT.

4.7 Summary

The Site is well contained by strong boundaries that are reinforced by parkland to the east and west and the M54 to the north. The Site represents an obvious extension to the urban environment of the RAF Cosford base with minimal impact upon the landscape within the wider environment due to visual containment.

The positive features of the Site are its boundaries and Neachley Brook to the north. The Site Masterplan builds on these features and looks to provide enhancement of Neachley Brook through concentration of appropriate features and open space directly south of the brook.

The Site thus comprises limited landscape and visual sensitivity for development as to residential use.

[4] Shropshire Local Plan Review: Consultation on Strategic Sites - Consultation Period: 1st July 2019 to 9th September 2019

5.0 Ecology

This Section considers any potential ecological issues which should be taken account as part of the future development of the Site.

To inform this Section, an ecological desk study has been undertaken by reviewing sources of data pertaining to the Site and a minimum 1km buffer.

A Site visit was also undertaken on the 6th August 2019 by Mr Chris Mitchell, a Principal Ecologist at SLR Consulting with over 13 years' experience as an ecologist. Mr Mitchell is a Chartered Ecologist (CEcol), Chartered Environmentalist (CEnv) and full Member of the Chartered Institute of Ecology and Environmental Management (MCIEEM).

The walkover was undertaken to view the main site habitats to consider, alongside desk study information, the potential ecological constraints and opportunities associated with the Site in the context of potential residential development.

5.1 Site Context – Ecological Designations and Inventories

The MAGIC website[5] did not identify any Statutory ecological designations within 1km of the Site.

The Site does not occur in any Site of Special Scientific Interest (SSSI) Risk Impact zones that would require formal consultation with Natural England in relation to residential development and statutory designated sites.

Big Hyde Rough SSSI is the nearest national-level ecological designation to the Site, located approximately 5.5km north-east of the Site.

Aqualate Mere SSSI forms part of the Midland Meres and Mosses Phase 2 Ramsar Site, this European site is located approximately 13.5km north of the Site.

As such, due to the separation distances involved, no potential impact pathways between the Site and statutory ecological designations have been identified.

The Shropshire Ecological Data Network (SEDN) did not identify any non-statutory ecological designations within 1km of the Site.

Tong Wood, which occurs on the opposite side of the A41 and beyond the Site boundary, is identified by MAGIC as Ancient (Replanted) Woodland site.

5.2 Site Habitats

The Site largely comprises of a single arable field, the majority of which had recently been ploughed at the time of survey.

Photograph 5.1 – Arable field with rye grass dominated margin.

The uncultivated field margins range from less than a metre to approximately 100m in width. The sward diversity of the uncultivated margins also ranges with rye grasses (*Lolium* spp.) dominating certain areas, as shown in **Photograph 5.1**, and ruderal grassland with developing scrub characterising others, in particular along the northern boundary as shown in **Photograph 5.2**.

Photograph 5.2 – Uncultivated margin supporting ruderal grassland.

The ruderal grassland is characterised by false oat grass (*Arrhenatherum elatius*), cock's foot (*Dactylis glomerata*) and Yorkshire fog (*Holcus lanatus*), which are all abundant, with stands of rosebay willowherb (*Chamerion angustifolium*) and occasional ragwort (*Senecio jacobaea*), creeping thistle (*Cirsium arvense*), common nettle (*Urtica dioica*), hogweed (*Heracleum sphondylium*) and creeping buttercup (*Ranunculus repens*). Willow (*Salix* spp.) scrub has an occasional distribution, although typically 1-2m in height.

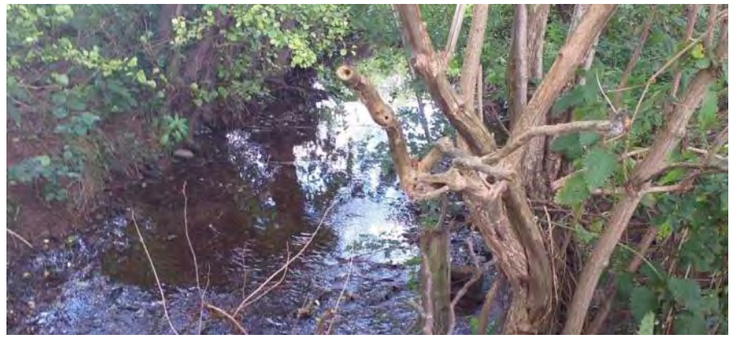
The sites southern boundary abuts RAF Cosford, being demarcated by a continuous fence with various trees including beech (*Fagus sylvatica*), silver birch (*Betula pendula*), sycamore (*Acer pseudoplatanus*), common lime (*Tilia europaea*), oak (*Quercus* sp.), ash (*Fraxinus excelsior*) and Lombardy poplar (*Populus nigra Italica*).

The eastern boundary comprises an intact hedgerow, approximately 3m in height, dominated by hawthorn (*Crataegus monogyna*) with occasional field maple (*Acer campestre*).

The northern boundary broadly follows the route of the Neachley Book and associated corridor of mature riparain woodland as shown in **Photographs 5.3 and 5.4**. The desk study identified the woodland as 'Priority Habitat Deciduous Woodland'.

Photograph 5.3 – Riparian Woodland Corridor associated with Neachley Brook.

Tree species comprise pedunculate oak (*Quercus robur*), which reach in excess of 15m height, ash, alder (*Alnus glutinosa*), larch (*Larix* sp.), willow, elder (*Sambucus nigra*) and occasional poplar (*Populus* sp.). The field margins extend to the woodland edge although Himalayan balsam (*Impatiens glandulifera*) was also noted in discrete locations.



Photograph 5.4 – Neachley Brook.

The western site boundary is marked by shelter belt planting and a species-poor hedgerow alongside the A41 road. The section of hedgerow is dominated by hawthorn and approximately 3m in height, leading to broadleaved tree planting comprising of sycamore, goat willow, ash, hawthorn and elder.

The arable field which dominates the Site represents a widespread habitat type which is unlikely to have any significant ecological value due to the intensity of agricultural activity. There are some potentially more notable habitats and green corridors including woodland, hedgerows and arable field margins which are listed as priorities for conservation under the NERC

[5] https://magic.defra.gov.uk/MagicMap.aspx accessed 29/08/19.

Act[1]. These are considered further in the Constraints and Opportunities section.

5.3 Species

5.3.1 Flora

The desk study identified bluebell (*Hyacinthoides non-scripta*), a species listed on Schedule 8 of the Wildlife and Countryside Act 1981 (as amended), within the search area although beyond the Site itself. No evidence of bluebell was recorded at the Site itself and whilst its inclusion on Schedule 8 relates to collection for trade rather than development, this species may occur in the woodland along the northern Site boundary.

The desk study also returned records of four plant species listed on Schedule 9 Wildlife and Countryside Act 1981 (as amended), including water fern (*Azolla filiculoides*), montbretia (*Crocosmia x crocosmiiflora*) Himalayan balsam and Japanese knotweed (*Fallopia japonica*). The presence of Himalayan balsam was noted within the Site.

Photograph 5.5 – Himalayan Balsam along the Neachley Book.

The data search also returned records of twenty-nine other notable Local Biodiversity Action Plan plant species within the search area including golden dock (*Rumex maritimus*) and purple willow (*Salix purpurea*) from Shakerley pond approximately 50m north-east of the Site.

5.3.2 Fauna

Bats

The desk study returned records of four bat species including brown long-eared (*Plecotus auratus*), noctule (*Nyctalcus noctule*), common pipistrelle (*Pipistrellus pipistrellus*) and soprano pipistrelle (*Pipistrellus pygmaeus*), all of which occurred approximately 1km south of the Site.

Photograph 5.6 – Mature ash tree with potential roost features in northern boundary woodland.

A number of mature trees occur along the Site boundaries, in particular the woodland associated with the Neachley Book corridor. The presence of potential roost features was noted in mature trees and the associated habitat also represents suitable bat foraging and commuting habitat.

Otter and Water Vole

The desk study returned one record of water vole (*Arvicola amphibious*) approximately 1km from the Site although no records of otter (*Lutra lutra*) were returned.

The Neachley Book corridor, which defines part of the northern Site boundary, represents suitable habitat for these species.

Badger

The desk study returned records of badger (*Meles meles*) from the A41 as a road kill observation. The presence of badger within site boundary habitats, which include hedgerows and woodland, is a possibility, however presence was not identified during the site walkover.

Amphibians

The desk study did not return any records of any amphibian species within the search area.

There are limited opportunities for amphibians within the Site itself due to the dominance of arable land and limited presence of established structured vegetation. The presence of amphibians cannot be fully ruled out however, especially given the nearby presence of aquatic habitats such as Shakerley mill pond approximately 50m north-east of the Site.

Reptiles

The desk study did not return any records of any reptile species within the search area.

There are limited opportunities for reptiles within the Site itself due to the dominance of arable land and limited presence of established structured vegetation. The presence of reptiles cannot be fully ruled out however.

Birds

The desk study returned one record of kingfisher (*Alcedo atthis*), a species listed on Schedule 1 of the Wildlife and Countryside Act 1981 (as amended), approximately 1km from the Site although associated with the Neachely Book.

A further fifteen records of Red List Birds of Conservation Concern were returned within the search area including skylark (*Alauda arvensis*), tree pipit (*Anthus trivialis*), yellow hammer (*Emberiza citronella*) and lapwing (*Vanellus vanellus*).

There were three records returned of Amber List Birds of Conservation Concern within the search area including dunnock (*Prunella modularis*), reed bunting (*Emberiza schoeniclus*) and bullfinch (*Pyrrhula pyrrhula*).

The Site has the potential to be used by breeding bird species, in particular the boundary hedgerows, woodland and uncultivated field margins. Whilst arable land can also be used by ground nesting bird species, the intensity of agricultural activity at the Site evident at the time of survey is likely to significantly reduce the likelihood of this.

Invertebrates

The desk study returned records of white-clawed crayfish (*Austropotamobius pallipes*), including a record from the Neachley Brook at the north-eastern boundary of the Site and records further west beyond the Site boundary. These records date from 2001 and, given the data search also highlights the presence of signal crayfish (*Pacifastacus leniusculus*) in the nearby Albrighton Brook, the current status of white-clawed crayfish in the Neachley Brook may have declined in the intervening period.

The desk study identified other notable invertebrate species within the search area, although beyond the Site itself, including garden tiger moth (*Arctia caja*), wall butterfly (*Lasiommata megera*), shaded broad-bar moth (*Scotopteryx chenopodiata*) and feathered gothic moth (*Tholera decimalis*).

Site habitats are likely to be used by a range of invertebrate groups due to the variety of broad habitat types present.

Other species

The desk study returned records of European hedgehog (*Erinaceus europaeus*) within the search area.

5.4 Ecological Constraints and Opportunities

The following potential ecological constraints have been identified following completion of both the desk top study and August 2019 walkover survey:

- Site Habitats – presence of potentially notable habitats including woodland and hedgerows which are listed as priorities for conservation under the NERC Act[6];
- Invasive Flora – Himalayan balsam, a species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended);
- Bats (protected under EU and UK legislation) – potential roost sites and foraging habitats identified;
- Otter (protected under EU and UK legislation) and Water Vole (protected under UK legislation) – potential to use aquatic habitats associated with the Neachley Brook;
- Badger (protected under UK legislation) – potential for setts to occur;
- Amphibians – potential aquatic habitats identified adjacent to the Site;
- Breeding birds (protected under UK legislation) – the presence of suitable habitats, predominantly associated with Site boundary features;
- Reptiles (protected under UK legislation) – the potential presence of suitable habitats has been identified; and
- Invertebrates (certain species protected under UK legislation) – the presence of suitable habitats for a range of species has been identified potentially including white-clawed crayfish.

Whilst further surveys will help inform the precise mitigation, compensation and enhancement measures that are required, it is considered that any potential requirements would be feasible and met by the opportunities for ecological protection, compensation and enhancement have also been incorporated into the indicative Site Masterplan. Notwithstanding the above constraints, it is important to note that most aspects identified relate to ecological features associated with boundary features. The majority of the Site is under intensive arable use and is of, likely, limited ecological value.

Of equal importance, the following opportunities for ecological protection, compensation and enhancement have also been identified and incorporated into the indicative Site Masterplan:

- Retention and positive management of the most valuable habitats including the Neachley Brook and associated riparian woodland and boundary hedgerows;
- Enhancement of retained boundary hedgerows which currently have poor structure and species diversity;
- Control of invasive plant species currently present;
- Introduction of positive biodiversity-led management of dedicated ecological protection and enhancement areas;
- Creation of new aquatic habitats, primarily for surface water management, but also to benefit a range of notable fauna known to occur in the locality;
- Inclusion of native locally appropriate tree and shrub species in any future planting schemes; and
- Inclusion of bird and bat boxes/opportunities in retained tress and new buildings.

5.5 Comparison with other local sites

5.5.1 Land at Cosford

A parcel of land extending to 203ha at RAF Cosford has been proposed for removal from the Green Belt as a Preferred Strategic Site. This area of land relates to existing RAF infrastructure and potential development of new infrastructure to enable growth of the facility, in particular for training.

As such, this 'other local site' is, with the main exception of the airfield, existing developed land.

5.5.2 Land North of Junction 3 of the M54

A parcel of land extending to approximately 50ha has been promoted, to the north of the M54 and west of the A41, as a further potential strategic site.

Based on a review of aerial photography[7] and the MAGIC website, the parcel of land concerned appears to be dominated by agricultural uses including arable and pasture land, with hedgerows and mature trees defining field boundaries. Forge Planation runs broadly north-south through the centre of the land parcel, which appears to follow a small watercourse with smaller ponds also present.

The likely ecological constraints and opportunities associated with this parcel of land are considered unlikely to be materially different to those associated with the Site, due to the broad similarity of habitat types present and close geographic proximity. However, by virtue of the greater scale of the Land North of the M54, the potential ecological impact of development would be definition be greater due to an increased extent of habitat loss leading to far more widespread effects. Mitigating such impacts may place greater restriction on the area of land that is deliverable for the uses indicted as a relative proportion of the overall land parcel identified when compared to the Site.

5.6 Summary

The Site has been subject to an ecological desk study and walkover survey to identify potential constraints and opportunities in relation to potential future development for residential use.

This work has identified a number of potential constraints, although these predominantly relate to ecological features associated with Site boundary features including the Neachley Brook, woodland and hedgerows.

An indicative Site Masterplan has been prepared to demonstrate how potential constraints can either be retained and accommodated by a development layout, or where opportunities exist to compensate for potential impacts.

The completion of ecological surveys will be needed at an appropriate stage of the detailed development design process, to confirm these potential constraints have been addressed and any predicted impacts adequately mitigated or compensated.

Based on the information obtained to date, and the extent and nature of development shown to be deliverable by the indicative Masterplan, it is not considered at this stage that such a level of development would result in any significant long term ecological effects providing the mitigation hierarchy is followed and it can be demonstrated no residual impacts would occur.

[6] Natural Environment and Rural Communities Act (NERC) 2006.

[7] Goggle Earth Pro, accessed 29/08/2019 with imagery from 29/06/2018.

6.0 Historic Environment

This Section considers any potential historic environment issues which should be taken account as part of the future development of the Site for housing or employment use.

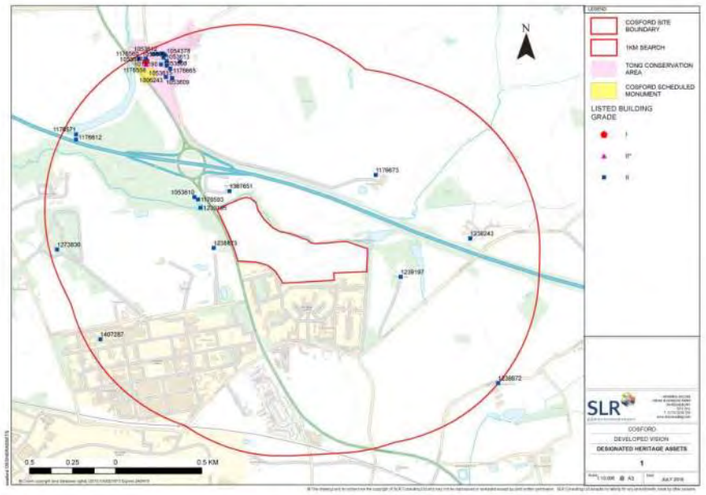
6.1 Designated Heritage Assets

There are no designated heritage assets within the Site itself, and only two scheduled monuments and 29 listed buildings are within 1km of the Site boundary (**Figure 6.1**). These include a Grade I and Grade II* at St Bartholomew's Church, Tong, a village which also has 14 Grade II listed buildings, and includes both scheduled monuments (a churchyard cross, and the location of the site of a medieval 'college' (a non-monastic community of clergy) which was founded in 1410 and disbanded in 1546.).

The nearest listed buildings are located c.100m to the north-west and west of the Site boundary and are largely related to Tong Castle and the Newport Road: Convent Lodge, the walls and gates next to the lodge, a parish boundary stone and an 18th century farmhouse (all Grade II). The Grade II Kilsall Hall, which lies to the west, was once an inn and is medieval in origin.

The Grade II 18th century Shackerley Hall lies about 200m east of the site, in its own grounds.

Figure 6.1: Designated Heritage Assets



6.2 Non-Designated Heritage Assets

A single non-designated heritage asset is located within the north-western part of the Site. This is an almost circular feature identified from aerial photographs and described as an enclosure (**Figure 6.2**). Its date is unknown and its function could be related to some of the parkland landscapes that have been created around the area.

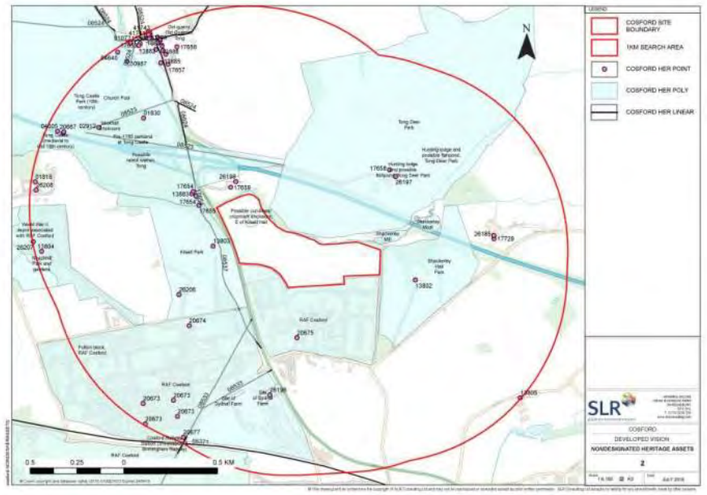
Figure 6.2: Circular cropmark within northern part of the Site

Surrounding the Site in a clockwise direction are Tong Castle parkland to the north-west (pre-18th century and Capability Brown designed landscape and later woodland), with the medieval and post-medieval Tong Park deer park to the north-east including hunting lodge, fishponds, and Tong Park Farm (**Figure 6.3**). To the east and south-east Shackerley Hall Park borders the Site with designed elements dating to the 19th century around the Hall. Kilsall Park lies to the west and contains the medieval Kilsall Hall, and a Georgian Model Farm.

Between Tong deer park pale and Shackerley Hall Park, lie Sharckerley Mill and Shackerley moat, the latter dating from the 12th – 15th centuries, the former of 18th and 19th century origin.

The Site is bordered to the south by RAF Cosford, which was constructed in the late 1930s. Elements of World War Two history still survive such as wooden huts and some of the original buildings.

Figure 6.3: Non-Designated Heritage Assets



6.3 Historic Map regression

The 19th century mapping is dominated by parkland estates at Kilsall Park and Tong Castle to the west (Castle Wood) and Shackerley Hall to the east. These two areas are joined by a stream along the northern edge of the Site.

Originally the Site was divided into three parts by a sinuous north-south field boundary at the west end, and a straight one further east, and an east-west boundary separated the fields from the stream. The western boundary had been removed by the 1950s. Development on the southern side occurred rapidly between 1937 and the 1950s due to construction of the air base.

6.4 Sites Specifics and the Wider Area

To the north of the Site the construction of the M54 removed Tong Castle and has driven an east – west wedge through the historic landscape, whilst to the south Cosford Air Base has introduced large-scale development and a total loss of the previous rural landscape.

Woodland remains west of the site, so the historic parkland around Kilsall Hall and Tong Castle remains, whilst to the east Shackerley Hall survives set within agricultural and woodland surroundings.

The Site is largely enclosed by high hedges and trees, especially along the A41 to the west. With the exception of the Grade II, 18th century New Buildings Farmhouse adjacent to the north-western edge of the Site, in effect the listed buildings within the surrounding landscape would be screened from new housing by existing woodland. An appropriate planting scheme could be designed to reduce any potential visual impact to this designated asset, as necessary.

6.5 Comparison with other local sites

This Site would be a good choice for development in terms of potential impacts on the historic environment, as there are no obvious constraints within or adjacent to it, and its location screens it from surrounding listed buildings. The M54 to the north provides a definite barrier between the Site and the designated assets at Tong, preventing any potential impact on these assets from the proposed development.

Development of land north of the M54 by comparison, would potentially have a visual adverse impact on many listed buildings (including the Grade I church) and a scheduled monument at Tong. It would also have a direct impact on remnants of the Tong Castle designed landscape, and potential buried archaeological remains.

6.6 Summary

There are no designated heritage assets within the site, and only a single non-designated circular cropmark which is of undated and unknown origin. Five listed buildings are within close proximity, but all of these are screened from the Site by existing vegetation. The scale and mass of residential housing within an environment already considerably changed by the Air Base and the M54, would not be likely to cause harm to these designated assets through development within their setting.

7.0 Traffic and Transport

This Section considers the locational and access issues pertaining to the site.

7.1 Local Highway Network

The proposed Site is located to the east of Newport Road on the north edge of Cosford. The red line extent is shown in **Appendix A** along with local facilities within the vicinity of the site.

The Site is located to the north of the RAF Cosford and to the east is adjacent to Mill Lane, which is in the control of the MOD as confirmed by Shropshire County Council (see **Appendix B**).

To the north of the Site the M54 motorway is located which connects users to Shrewsbury to the west and Essington, Wolverhampton and the M6 motorway to the east.

Newport Road is a single carriageway residential road with widths of around 10 – 12m within the vicinity of the site. The road benefits from street lighting with a footway on the eastern side of the road. The speed limit is 60mph which reduces to 40mph on approach into the centre of Cosford adjacent to the RAF base.

To the north of the site, Newport Road links with the M54 junction 3 roundabout and continues north to Newport.

Newport Road continues south of the Site providing access to Albrighton village, the Albrighton bypass and Wolverhampton.

7.2 Local Services and Destinations

The Site is located approximately 1km from the centre of Cosford where there are a number of facilities including an M&S food located within a petrol station, cafes and food outlets. Approximately 1.5km south of the Site along Newport Road the Wyevale Garden Centre is located. Further facilities including medical centres, banks, pubs, restaurants, sports clubs and places of worship are located in the nearby village of Albrighton which is approximately 3.5km south of the site. In addition, the RAF Cosford Museum is accessible to the public located on the Cosford Base, which includes facilities such as a visitor centre, shop, café, virtual reality zone and a flight simulator.

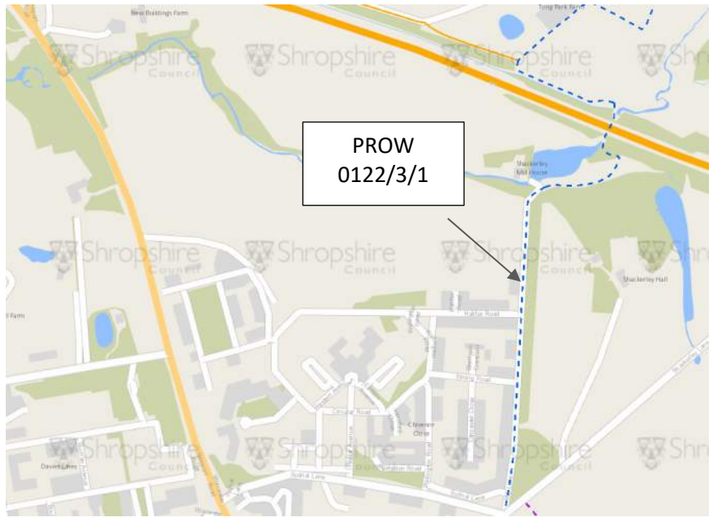
The nearest primary schools are located in Albrighton. St Marys C of E School is approximately 3km south east of the Site and Albrighton Primary school is approximately 3.2km south.

The nearest secondary schools are located in Shifnal and Codsall. Idsall School in Shifnal is located approximately 6.2km west of the site. The Codsall Federation of Schools which incorporates Codsall Community High School, Bilbrook CE Middle School and Perton Middle School are located approximately 10km east of the site.

7.3 Walking and Cycling

There are numerous Public Rights of Way (PROW) in the vicinity of the site, as shown on **Figure 7.1** below. PROW number 0122/3/1 runs adjacent to the eastern boundary of the Site along Mill Lane heading north over the M54 motorway.

Figure 7.1: Rights of Way locations



Continuous footway links are provided from the Site to the centre of Cosford. Dropped kerb crossings are provided at the main desire lines along the route.

Route 81 of the National Cycle Route runs through Cosford and from the Site it can be accessed to the south of the Site along Newport Road. This route connects Aberystwyth and Wolverhampton via Shrewsbury and Telford.

7.4 Public Transport

The closest bus stop from the Site is approximately 350m south of the proposed site access. This stop is served by the number 891 service which runs between Wolverhampton, Albrighton, Shifnal and Telford.

The service operates hourly Monday to Friday. Services from Cosford start at 06:42 towards Telford until 17:32. In the opposite direction towards Wolverhampton services depart at 07:44 until 18:27.

A recent publication by Moseley Marketing Limited confirmed that at the 2015 Transport Practitioners Meeting in London, results of the National Travel Survey data analysis were presented. The results showed that half of existing bus users walk over 480m i.e. around 6 minutes, to where they board their bus; one in six walks around 800m, i.e. around 10 minutes, or further.

The publication concluded that 'Guidance published by or on behalf of central Government refers to 800m as being an acceptable walking distance.

In addition, it is generally considered that for distances under 2km, walking offers the greatest potential to replace short car trips. For distances under 5km, cycling also has the potential to substitute for short car trips.

Paragraph 4.4.1 of Manual for Streets (Dft, 2007) confirms that:

> *"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents."*

7.4.1 Rail

The nearest railway station is in Cosford located approximately 1.3km from the Site translating into approximate walking and cycling times of 15 and 5 minutes respectively. Services are operated by Transport for Wales and West Midlands Trains. As of August 2019, the station operates the following off-peak services:

- 1 train per hour to Birmingham New Street
- 1 train per hour to Shrewsbury

7.5 Accident Data

Publicly available data has been investigated for the latest 5-year period to highlight any existing safety issues on the local highway network.

This shows there has been two slight incidents occurred approximately 350m south of the proposed site access roundabout at the Newport Road/ Long Lane junction.

Two other slight incident occurred further south along Newport Road as well as one serious incident. No fatal incidents have been recorded.

7.6 Site Access Provision

Given the scale of the Site ideally two access will be required. Principal vehicular access to the Site will be via a new three arm roundabout junction to the northern side of the frontage. The proposed roundabout is shown on Drawing 21320-01a. A secondary priority junction could be provided at the southern end of the site.

It would be physically possible to provide emergency access could be provided to the east of the Site onto Mill Lane.

The scheme would also provide street lighting and would be subject to discussions with the local highway authority regarding any further

measures. It would be expected that any scheme would be subject to independent safety audit with any recommendation being incorporated into the scheme where possible.

7.6.1 Pedestrian, Cycle and Emergency Access

Pedestrian and cycle access will be provided via the main access and any emergency access requirements dealt with in the overall access strategy as set out above.

7.7 Summary

This appraisal has considered the high-level impacts of the potential residential development on land off Newport Road, Shropshire. It concludes that the impact of the development would have a negligible impact on the operation of the local network.

Suitable access to the Site can be achieved from Newport Road. The development proposes a new footway link and crossing point to connect to existing facilities. The development is in an accessible location where there a range of alternative travel choices to the private car. These are provided by the train station, local bus services and the proximity of major employment at the Air base, making waking and cycling attractive. All of these considerations provide real alternatives for reducing car travel.

The development proposals fully accord with national policy (NPPF 2019) and relevant planning practice guidance.

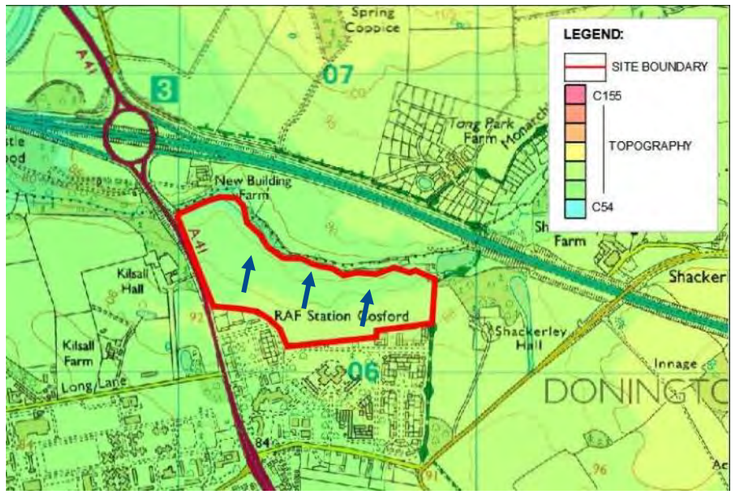
8.0 Drainage and Flood Risk

This Section considers the potential flooding sources and drainage constraints of the Site.

8.1 Site Setting and Flood Risk

Ordnance Survey maps indicate the topography of the Site ranges in level between 80-90m AOD and that the Site generally, falls in level from the south-west (RAF Cosford) to the north-west (watercourse) as shown on **Figure 8.1**

Figure 8.1: Site Topography showing direction of slope



There is one ordinary watercourses Neachley Brook, that forms the northern boundary of the Site. Neachley Brook is a tributary of the river Worfe and flows from east to west.

Public sewers in the area are owned and maintained by Severn Trent Water and their records indicate that there are no public sewers within the vicinity of the Site.

A review of BGS mapping indicates that the local bedrock geology comprises the Helsby Sandstone Formation that is overlain by fluvial deposits along the Neachley Brook. The Site is underlain by a Principle Aquifer (bedrock).

The Gov.UK online Flood Maps show the majority of the Site is located within Flood Zone 1 (low probability of flooding). There is a narrow strip of Flood Zones 2 (medium probability) and Flood Zone 3 (High probability) that covers small areas of the Site along the northern boundary.

Figure 8.2: Flood Risk Areas

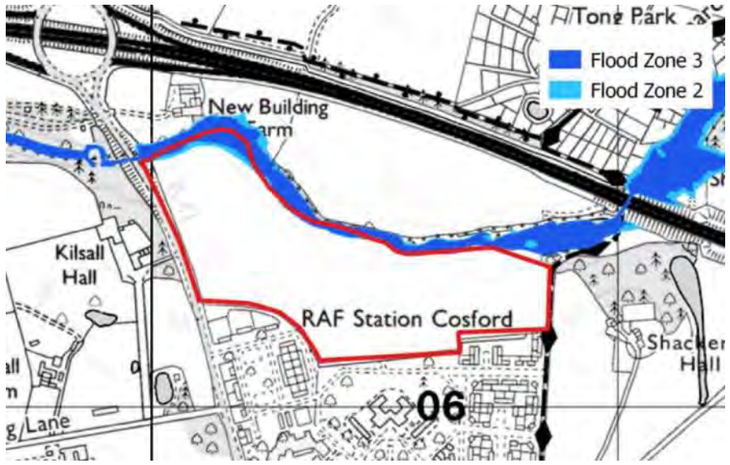


Figure 8.2 shows that the Environment Agency considers the majority of the Site to be within Flood Zone 1, which is defined as *'land having a less than 1 in 1,000 annual probability of river or sea flooding"*. Therefore, with reference to *Table 3: Flood risk vulnerability and flood zone 'compatibility'* at Planning Practice Guidance (PPG) Paragraph 067, all infrastructure and urban development within this part of the Site would be considered appropriate for the flood zone.

The only exception is for small areas along the northern boundary of the Site where the surface water features are present. These are indicated to be at 'High' risk of surface water flooding. The Indicative Masterplan in **Section 9** shows that this section of the Site would not be developed and would be used as multi-functional green-space. Residential development and attenuation ponds would be located solely within flood Zone 1.

As the Site is more than 1 Ha in size a Flood Risk Assessment would be undertaken in support of more specific development proposals for the Site.

8.2 Management of Surface Water

Any development would significantly lower infiltration rates of incidental rainfall and therefore increase surface water runoff. Any development will therefore need to be designed in accordance with appropriate Sustainable Drainage Systems (SuDS). SuDS guidance gives preference to discharging surface water run-off to ground wherever possible.

Future proposed development proposals would seek to discharge surface water runoff in accordance with the sustainable drainage hierarchy whereby surface water runoff would discharge into the ground via infiltration (subject to ground conditions) or directly to the onsite watercourse (subject to outfall investigation) at the calculated greenfield runoff rate.

It is noted that residential development within the adjacent RAF Cosford site to the south, was granted consent in 2014 for proposals that included infiltration to manage surface water. This suggests infiltration may be possible for management of some or all of the surface water drainage from development at the Site. However, in order to inform design and layout of the development, and the subsequent SuDS strategy, further Site investigation would be undertaken to include the digging of trial pits and undertaking of soakaway tests to both confirm the presence of a suitable unsaturated zone within the strata and to confirm the permeability of the in-situ material and confirm the feasibility of using soakaways at Site. The implementation of soakaways will also be dependent on other Site characteristics such as land quality and sensitivity of the underlying aquifer.

Should soakaways not be feasible for discharge of surface water, run-off would be routed to watercourses to the east and/or west of the Site. Discharge to the watercourse (or sewer) would be limited to the pre-development greenfield runoff rates and would require appropriate attenuation (e.g. storage ponds) included within the design. The runoff destination and any necessary treatment processes will be confirmed at the detailed design stage (Ciria C753).

The indicative masterplan shown in **Section 9** includes ponds along the northern boundary that could be used to attenuate surface water drainage from the Site and could discharge into Neachley Brook.

8.3 Management of Foul Water Drainage

The closest foul/combined water sewer to the Site is 1.2km to the north. A connection from the Site to this sewer could be established using either a gravity connection (subject to topography) or a pumped solution. The exact details of this connection would be confirmed during the detailed design stage and a sewer requisition would be sought under Section 98-101 of the Water Industry Act.

8.4 Summary

The majority of the Site is located in Flood Zone 1 which is suitable for all forms of development. The only exception is for small areas along the northern boundary of the Site where the surface water features are present. These are indicated to be at 'High' risk of surface water flooding. The Indicative Masterplan in **Section 9** shows that this section of the Site would not be developed and would be used as multi-functional green-space with residential development and attenuation ponds located solely within Flood Zone 1.

Given the scale of the available development land and open space, it is considered that there would be significant opportunity for the placement of SuDS at this Site as illustrated by the Indicative Masterplan. Overall, it is anticipated that drainage and flooding constraints can be effectively managed for development at the Site.

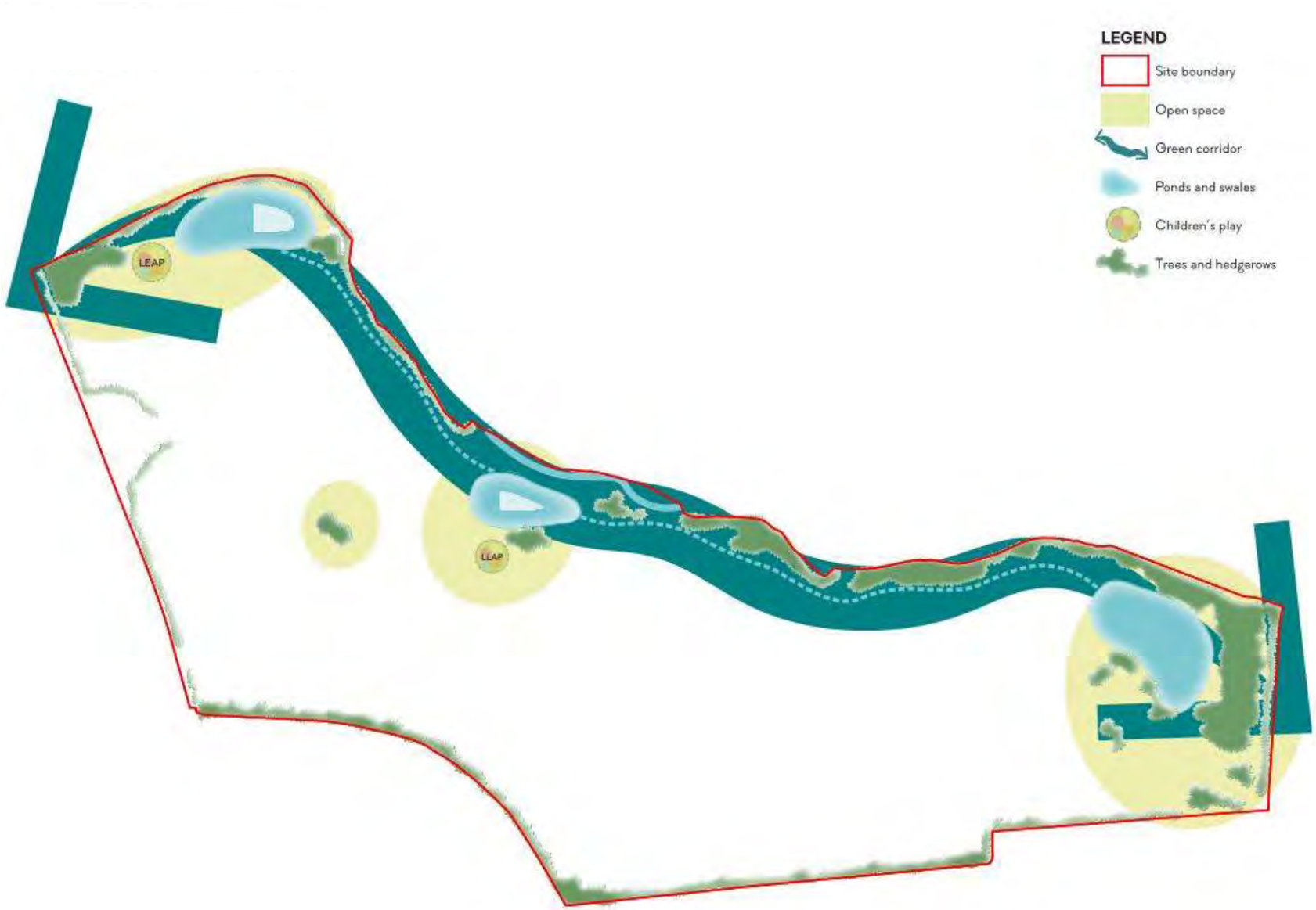
9.0 Indicative Masterplan

The indicative Masterplan sets a vision for the proposed development of the site, showing how considered design could respond to the site constraints, opportunities and context.

The development could deliver 426 dwellings at a density of 30 dph. The development would integrate with the existing urban area of the Air Base in this sustainable location.

The development is designed around the following four key design principles that are discussed in the following pages.

New Buildings Farm
The Farmhouse
LEAP
LLAP
Track
Pond
Cosford
Shelter
Tennis Courts
Goosty Beech
Pond
HALIFAX ROAD
NEWPORT ROAD
LEGEND
Site boundary
Residential development
Multi-functional greenspace
Trees
Hedgerows
Existing waterbody
Proposed attenuation pond
Local landscaped area of play
Local equipped area of play
Vehicle access
Secondary access point
Emergency access point
Key building to terminate view
SCHEDULE
Residential: 14.22ha
= 426 dwellings @30dph
Public open space: 6.06ha
= 30% of site area
0
100
1: revised layout
2: Team comments
Site: Cosford
Client: Nurton
Title: Masterplan
Scale: 1:1250 @ A1
Drawing No: 002
Revision: 2
Date of Issue: 29.08.19
Drawn by: KK
Node Ref: NUR0443
node
Node
Imperial & Whitehall
23 Colmore Row
Birmingham, B3 2BS
0121 667 9259
thisisnode.com

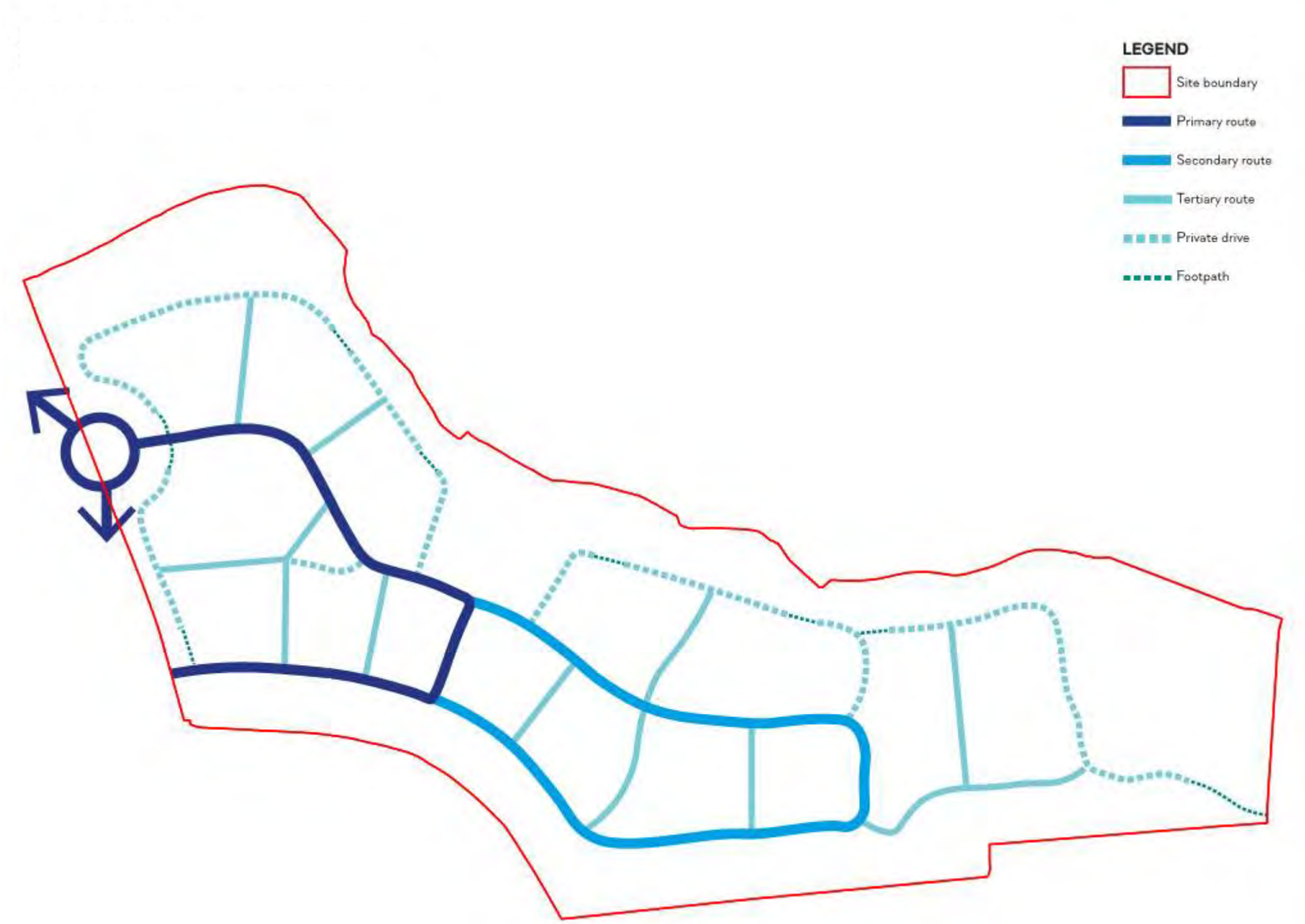


Design Principle 1: Strong green infrastructure framework

The design of the site has been landscape led taking into account both landscape character and potential landscape visual impacts. Consideration has been given to the topography of the site, existing landscape features and how development can be integrated into the landscape. Consideration has also been given to providing a range of different types of open space providing for wildlife, biodiversity, drainage and the need for children's play.

The development delivers a strong green corridor and set back to the north of the site along the existing brook. This contains a series of drainage ponds and a connecting swale alongside additional tree planting and habitat creation.

The development retains the structural/ screen planting along the eastern and western boundaries of the site where possible (allowing for appropriate access to the site) which couple with the proposed landscaping within the site, reduce the visual impact of the site from long distance views to the west, north and east of the site.



Design Principle 2: Integrated and connected movement network

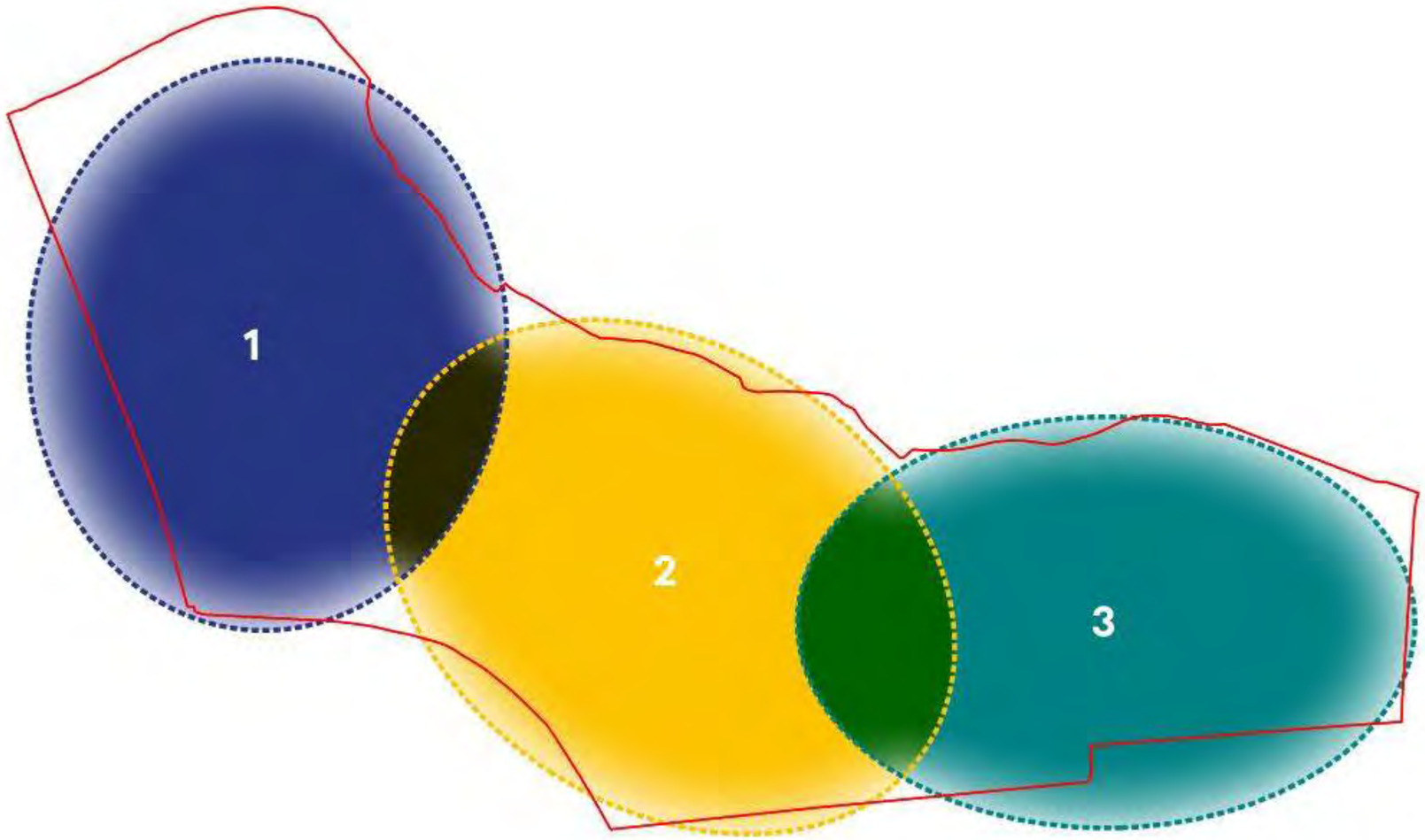
The main vehicular access to the development is from a roundabout junction off Newport Road. A secondary vehicular access is also provided off Newport Road to accommodate the amount of residential development.

A clear street hierarchy is proposed with primary, secondary, residential streets and green lanes/ private drives to aid legibility and provide areas with different characters.

It is also proposed to provide a comprehensive network of pedestrian and cycle links through the site that provide links to both local facilities and the Monarch's Way long distance route.

Design Principle 3: A legible development

It is proposed to ensure a legible development by providing development in the form of perimeter blocks that overlook all streets and public spaces. Within the development itself opportunities exist to create incidental public spaces through the use of built form to define streets and key nodes. This will be reinforced by the use of landmark buildings at key locations to help legibility and assist with ease of movement.



Design Principle 4: Creation of character areas

It is proposed that, to ensure high quality development, the proposed development is broken down into a series of character areas. Character is made up of a number of different aspects including street layout, density, appearance, materials and choice and type of planting.

It is proposed to create up to three-character areas as show on attached plan as part of a comprehensive more detailed Masterplan. Character Area 1 is related to the entrance off Newport Road and will create a high-quality entrance to the site. Character Area 2 is related to creating a central character area associated with a central public open space. Character Area 3 is related to the eastern part of the site with the opportunity to have a lower density softer edge on the most eastern part of the site.

10.0 Summary and Conclusions

The Site offers the opportunity to provide a logical and defendable extension to the RAF Cosford Strategic Site that is suitable for release from Green Belt. This Section considers the overall context of the Site in terms of its sustainability credentials, deliverability & timing and the potential opportunities & associated benefits which would be delivered.

10.1 Overall Sustainability

The Site performs very well in terms of its sustainability credentials due to its location next to existing employment land at RAF Cosford. RAF Cosford is currently a major part of the Defence College of Technical Training (DCTT) and home to the world renown RAF museum. It is proposed that the RAF Cosford site becomes a centre of excellence for both UK and International Defence Training and for 4 School of Technical Training to be relocated from MOD St Athan to Cosford. The RAF Cosford site is thus being proposed for removal from the Green Belt and allocated as a Strategic Site in the ongoing Local Plan Review.

The inclusion of Cosford as a Preferred Strategic Site follows positive recommendations within the June 2019, M54 Growth Corridor – Strategic Options Study which states that:

> '*The core benefits to RAF Cosford and its contribution to the regional economic profile should not go unnoticed. The opportunity presented incorporates Shropshire's aspirations to retain local talent, up skill, create and foster environments of thriving economic activity and raises the profile of Shropshire as an innovative and self-sustaining economic country.*'

It is important to note that the proposals for RAF Cosford within the Consultation Document are for new facilities, including training facilities; technical accommodation and domestic accommodation. The Consultation Document notes that proposals for new development and intensification of the use of RAF Cosford are expected to be for military use or non-profit making uses rather than acting as a contribution to meeting Shropshire's future growth needs.

In order deliver on the objectives in terms of the benefits accrued from retaining local talent as identified in the M54 Growth Corridor, there is a need to provide non-military, market housing that will allow civilian staff, military staff, retired and people working in supporting services to purchase property close to where they work. This housing provision is not included in the current Preferred Strategic Site proposal (which confines itself to military uses). Our clients land therefore offers the opportunity to deliver this element to provide people working at the site with the chance to put down real roots by investing in local housing.

The Site is located approximately 1km from the centre of Cosford where there are a number of facilities including Cosford Railway Station, an M&S food located within a petrol station, cafes and food outlets. Approximately 1.5km south of the Site along Newport Road the Wyevale Garden Centre is located.

10.2 Impact on Green Belt

The principal of Green Belt reduction around Cosford has been accepted by Shropshire Council which has put forward the RAF Cosford site as a Strategic Site that would require an amendment to Green Belt boundaries. When considered against the main purpose of Green Belt as set within the NPPF, the following assessment has been made for the Site:

- **Green Belt Purpose 1 (1a and 1b) - to check the unrestricted sprawl of large built-up areas** - Located away from any large built up areas, the Site makes no contribution to this purpose.
- **Green Belt Purpose 2 – to prevent neighbourhood towns merging into one another** - Notwithstanding that the site is located in an area defined by the LPA as 'the Gap between Shifnal and Albrighton', by virtue of its location on the north eastern edge of the already developed RAF Cosford, its release and development would have no material impact. As the A41 does not provide a direct connection between Albrighton and Shifnal any perception of change would be limited. In addition, should the RAF Cosford base be removed from the Green Belt the Site would not lie in the 'defined' gap between Cosford and Albrighton in any event. To mitigate effects on this purpose it is also proposed to retain tree and hedgerow planting along the western boundary of the Site. This would reduce the prominence of potential development from the A41.
- **Green Belt Purpose 3 – To assist in safeguarding the countryside from encroachment -** The Site comprises open, undeveloped countryside, however, it adjoins the eastern part of the RAF Cosford development where a level of encroachment has already occurred. Development of the Site would comprise further encroachment into the countryside. However, the existing wooded stream corridor and A41 would form relatively strong boundaries and the reinforcement of these as part of the Masterplan, together with further planting at the eastern end of the Site would mitigate effects on this purpose and reduce intervisibility of potential development.
- **Green Belt Purpose 4 – To preserve the setting and special character of historic towns** – the Site makes no contribution to this purpose.

The Site therefore plays a no role in relation to preventing Shifnal and Albrighton from merging. This is due to its position on the north east site of the already developed RAF Cosford base.

A key consideration is the potential for coalescence between development at the RAF Cosford Base and Albrighton. The gap between these developed areas is narrow and potentially fragile. Further development in this gap could further erode this. Therefore, should there be pressure for additional development associated with or supporting development at the RAF Cosford Base, including residential development to provide accommodation, it is appropriate to consider land to the north of the RAF base.

Reviewing the Site in the context of the Green Belt designation and existing development it is considered that a carefully prepared Masterplan will comprise an appropriate way to support the growth at Cosford and retain talent in the area, whilst limiting the potential overall harm to the designation. Our client's site is locationally preferable for this use to alternative Preferred Sites, which are remote and would encourage car bourn travel.

10.3 Deliverability & Timing

This Site is entirely within the control of Nurton and could be delivered immediately, or safeguarded for future requirements. We consider that due to the location of the Site, being near to existing services and facilities, it should be favoured for short term delivery to meet the housing land requirement for RAF Cosford, East Shropshire and any agreed Cross-Boundary need at present.

This report addresses any technical works that may be required to overcome potential Site constraints.

Analysis of planning and environmental issues, as set out in this Document, identifies that there are no major constraints to the development of this Site, and where there are potential constraints, solutions have been outlined. Naturally, if this Site is considered by Shropshire Council as a potential development opportunity, further and more detailed work would be undertaken to fully detail the Site's technical deliverability, and we would be happy to work with you further on this.

10.4 Key Opportunities & Benefits

The potential benefits that the delivery of this Site for development would generate in both the short and longer term further weigh in the lands favour. We would suggest that development of this site could start to meet the housing requirements of the County, as well as supporting the development of RAF Cosford as a strategic employment site. This could occur in the first 5 years of the Plan, with the remainder of the Site following on immediately after or Safeguarded for later allocation.

This Report has identified a range of opportunities and benefits which the delivery of this land for housing and associated uses could secure. These include the following;

- Delivery of accessibly located land to meet the identified and future housing and other requirements, without the need for significant new infrastructure improvement;
- Provision of non-military, market housing that will allow civilian staff, military staff, retired and people working in supporting services to purchase property close to where they work, this will also support the County's objective to retain and grow a skilled workforce;
- Release Green Belt land which has a more limited contribution to the NPPF's Green Belt purposes than other areas around RAF Cosford;
- Reduce pressure on a constrained Albrighton for further housing to support the growth of Cosford Air Base, thus helping to protect the gap between these two areas;
- Delivering sustainable housing in co-location with a strategic level employment allocation within the M54 corridor;
- Providing an opportunity for Shropshire Council to identify part of this Site as safeguarded land, to avoid successive Green Belt reviews, which would run contrary to the NPPF;
- Delivery of a site which is located sustainably and can be readily linked into the wider, existing transport network;
- Providing an opportunity to enhance the Site and its wider setting;
- Potential to improve and enhance the Site's contribution to publicly available open space, enhancing its quality, general condition and providing opportunities for better, natural surveillance;
- Potential to enhance biodiversity and implement an ecological mitigation scheme to develop ecological connectivity within the Site, and beyond the Site's boundary;
- Potential for a landscape framework to be implemented which incorporate green infrastructure corridors;
- Delivery of housing within the M54 corridor to potentially assist in meeting identified cross-boundary housing need.

The above is not an exhaustive list, however, this provides a flavour of some of the opportunities and benefits which the development of this Site could secure if Safeguarded for future housing provision or released early.

APPENDIX 01

Appendix title here

Newport Road, Cosford

Site Appraisal - Transport

david tucker associates
transport planning consultants

Newport Road, Cosford

Site Appraisal - Transport

6th September 2019
SJT/KM/21319-01b Site Appraisal

Prepared by:

David Tucker Associates
Forester House, Doctor's Lane
Henley-in-Arden
Warwickshire B95 5AW

Tel: 01564 793598
Fax: 01564 793983
inmail@dtatransportation.co.uk
www.dtatransportation.co.uk

Prepared for:

Nurton Developments Ltd

© David Tucker Associates

No part of this publication may be reproduced by any means without the prior permission of David Tucker Associates

1.0 INTRODUCTION

1.1 This site appraisal has been prepared by David Tucker Associates (DTA) to assess the suitability of proposed residential development in transport and highways terms on land off Newport Road, Cosford, Shropshire.

1.2 The Shropshire Local Plan Review: Consultation on Preferred Sites (November 2018) recognises Cosford as a key area for development for both housing and employment and is considered to be a key commuter location.

1.3 Cosford has been identified as a suitable location within Shropshire to meet the housing and employment demands of the county. The site is not currently allocated for development in the plan but the report states the hope for a suitable site within Cosford to support the RAF base. This Appraisal therefore sets out how the development of the site for housing can be brought forward in full accordance with Local and National Policy Objectives in respect of transport.

2.0 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The proposed site is located to the east of Newtown Road on the north edge of Cosford. The red line extent is shown in **Appendix A** along with local facilities within the vicinity of the site.

2.1.2 The site is open space and is located to the north of the RAF Cosford and to the east is adjacent to Mill Lane, which is in the control of the MOD as confirmed by Shropshire County Council (see **Appendix B**).

2.1.3 To the north of the site the M54 motorway is located which connects users to Shrewsbury to the west and Essington, Wolverhampton and the M6 motorway to the east.

2.2 Local Highway Network

2.2.1 Newport Road is a single carriageway residential road with widths of around 10 – 12m within the vicinity of the site. The road benefits from street lighting with a footway on the eastern side of the road. The speed limit is 60mph which reduces to 40mph on approach into the centre of Cosford adjacent to the RAF base.

2.2.2 To the north of the site, Newport Road links with the M54 junction 3 roundabout and continues north to Newport. Worthing Road continues north providing access to the centre of Southwater. Mill Straight continues south east and links with the A24 at a 3-arm roundabout junction.

2.2.3 Newport Road continues south of the site providing access to Albrighton village, the Albrighton bypass and Wolverhampton.

2.3 PIC Data

2.3.1 Publicly available data has been investigated for the latest 5 year period to highlight any existing safety issues on the local highway network.

2.3.2 This shows there has been two slight incidents occurred approximately 350m south of the proposed site access roundabout at the Newport Road/ Long Lane junction. Two other slight incident occurred further south along Newport Road as well as one serious incident. No fatal incidents have been recorded.

2.4 Accessibility

2.4.1 The site is located approximately 1km from the centre of Cosford where there are a number of facilities including an M&S food located within a petrol station, cafes and food outlets. Approximately 1.5km south of the site along Newport Road the Wyevale Garden Centre is located. Further facilities including medical centres, banks, pubs, restaurants, sports clubs and places of worship are located in the nearby village of Albrighton which is approximately 3.5km south of the site.

2.4.2 The nearest primary schools are located in Albrighton. St Marys C of E School is approximately 3km south east of the site and Albrighton Primary school is approximately 3.2km south.

2.4.3 The nearest secondary schools are located in Shifnal and Codsall. Idsall School in Shifnal is located approximately 6.2km west of the site. The Codsall Federation of Schools which incorporates Codsall Community High School, Bilbrook CE Middle School and Perton Middle School are located approximately 10km east of the site.

Walking and Cycling

2.4.4 There are numerous Public Rights of Way (PROW) in the vicinity of the site, as shown on **Figure 2** below. PROW number 0122/3/1 runs adjacent to the eastern boundary of the site along Mill Lane heading north over the M54 motorway.

Figure 2 – Rights of Way locations

2.4.5 Continuous footway links are provided from the site to the centre of Cosford. Dropped kerb crossings are provided at the main desire lines along the route.

2.4.6 Route 81 of the National Cycle Route runs through Cosford and from the site it can be accessed to the south of the site along Newport Road. This route connects Aberystwyth and Wolverhampton via Shrewsbury and Telford.

Bus

2.4.7 The closest bus stop from the site is approximately 350m south of the proposed site access. This stop is served by the number 891 service which runs between Wolverhampton, Albrighton, Shifnal and Telford.

2.4.8 The service operates hourly Monday to Friday. Services from Cosford start at 06:42 towards Telford until 17:32. In the opposite direction towards Wolverhampton services depart at 07:44 until 18:27.

2.4.9 A recent publication by Moseley Marketing Limited confirmed that at the 2015 Transport Practitioners Meeting in London, results of the National Travel Survey data analysis were presented. The results showed that half of existing bus users walk over 480m i.e. around 6 minutes, to where they board their bus; one in six walks around 800m, i.e. around 10 minutes, or further.

2.4.10 The publication concluded that 'Guidance published by or on behalf of central Government refers to 800m as being an acceptable walking distance.

2.4.11 In addition, it is generally considered that for distances under 2km, walking offers the greatest potential to replace short car trips. For distances under 5km, cycling also has the potential to substitute for short car trips.

2.4.12 Paragraph 4.4.1 of Manual for Streets (Dft, 2007) confirms that:

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips,

particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents."

Rail

2.4.13 The nearest railway station is in Cosford located approximately 1.7km from the site translating into approximate walking and cycling times of 20 and 5 minutes respectively. Services are operated by Transport for Wales and West Midlands Trains. As of August 2019, the station operates the following off-peak services:

- 1 train per hour to Birmingham New Street
- 1 train per hour to Shrewsbury

3.0 DEVELOPMENT PROPOSALS

3.0.1 This appraisal considers the provision of approximately 600 dwellings on land to the east of Newport Road.

3.1 Site Access

3.1.1 Given the scale of the site ideally two access will be required. Principal vehicular access to the site will be via a new three arm roundabout junction to the northern side of the frontage. The proposed roundabout is shown on **Drawing 21319-01a.** A secondary priority junction could be provided at the southern end of the site.

3.1.2 It would be physically possible to provide emergency access could be provided to the east of the site onto Mill Lane.

3.1.3 The scheme would also provide street lighting and would be subject to discussions with the local highway authority regarding any further measures. It would be expected that any scheme would be subject to independent safety audit with any recommendation being incorporated into the scheme where possible.

3.2 Traffic Generation

3.2.1 To assess the potential traffic movements from the development, the TRICS database was interrogated (TRICS v7.6.1 online). This database contains surveys of the vehicle and multimodal trip generation of a wide variety of sites which are classified by land use and various other attributes. The database was interrogated for multimodal vehicular surveys for 'Land Use 03 – Residential/A – Houses Privately Owned', with sites in London, Scotland, Ireland and Wales manually excluded. The resulting TRICS printouts are attached at **Appendix C**.

3.2.2 Traffic generation has been forecast using the worst-case scenario derived from journey to work data for the middle super output area of Shropshire 027 containing Cosford. The multimodal vehicle trips and associated traffic generation are presented in **Table 1**. The total person trip rates and total person generation is shown in **Table 2**.

Table 1 – TRICS vehicle trip rates and traffic generation

Time Range	Vehicle Trip Rates			Vehicle Traffic Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.124	0.376	0.500	53	158	210
17:00-18:00	0.334	0.147	0.481	144	63	207
12 hours (07:00-19:00)	2.213	2.270	4.483	921	942	1863

Table 2 – Multimodal Person trip rates and generation (from TRICS)

Time Range	Person Trip Rates			Total Person Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.192	0.765	0.957	84	327	412
17:00-18:00	0.585	0.258	0.843	251	108	360
12 hours (07:00-19:00)	3.842	3.955	7.797	1612	1643	3255

3.2.3 The mode share data for Cosford is shown below in **Table 3.** The car driver mode share is shown to be 58% with 22% on foot and 9% travelling by bicycle.

Table 3 – Cosford (Shropshire 027) mode share

Method of Travel	%
Train	3.4%
Bus	1.0%
Taxi	0.3%
Motorcycle	1.0%
Car Driver	58.0%
Car Passenger	4.6%
Cycling	8.7%
Walking	22.2%
Other	0.8%

3.2.4 **Table 4** below shows the resulting car driver trip rates and generation of the site by applying the car driver mode share to the total people trip generation.

Table 4 – Multimodal person trip rates and traffic generation (Using Car Driver Mode Share)

Time Range	Person Trip Generation			Total Traffic generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	84	327	412	49	190	239
17:00-18:00	251	108	360	146	63	209
12 hours (07:00-19:00)	1612	1643	3255	935	953	1888

3.2.5 As can be seen using the mode share data for Cosford forecasts greater traffic generation compared to the TRICS vehicle rates primarily as higher morning peak departures and evening peak arrivals (comparison of **Table 4** with **Table 1**). These rates would be used in any future detailed assessment work.

3.3 Traffic Distribution

3.3.1 The forecast traffic generation has been distributed using Census Journey to Work data (2011) for the Shropshire 027 Middle Super Output Area (MSOA). A breakdown of the distribution trips from this ward to employment destinations is summarised in **Table 5**.

Table 5 - Summary of the workplace destinations from Shropshire 027 MSOA

Destination	Proportion %
Shropshire (Shropshire 027)	34% (21%)
Telford and Wrekin	21%
Wolverhampton	18%
South Staffordshire	6%
Sandwell	4%
Dudley	3%
Walsall	3%
Birmingham	2%
Stafford	1%
Cannock Chase	1%
Other	7%

3.3.2 Based on the census data and using the most direct route to employment destinations, it shows that around 21% of people work within Shropshire 025 containing Cosford, 13% in other areas in Shropshire, 21% will travel to Telford and Wrekin, 18% to Wolverhampton, 6% to South Staffordshire, 4% to Sandwell and 3% to both Dudley and Walsall, with the remaining trips being distributed to the other main settlements beyond those above.

3.3.3 In terms of assignment of trips, from the site the majority of traffic will route north from the site access onto the Newport Road to junction 3 of the M54 motorway. Trips to Shropshire 027 will more than likely route south towards the centre of Cosford and Albrighton.

3.4 Traffic impact

3.4.1 The impact at any one junction on the wider network will be modest in the context of existing background traffic flow. The T-junction to the north of the site of Shipley Road/ Mill Straight/ Worthing Road benefits from a designated right turn lane. Typical traffic updates online for weekday peak periods would suggest the existing local road network and approaches to/from the A24 operates with minimal queueing or delay.

4.0 CONCLUSIONS

4.1 This appraisal has considered the high-level impacts of the potential residential development on land off Newport Road, Shropshire.

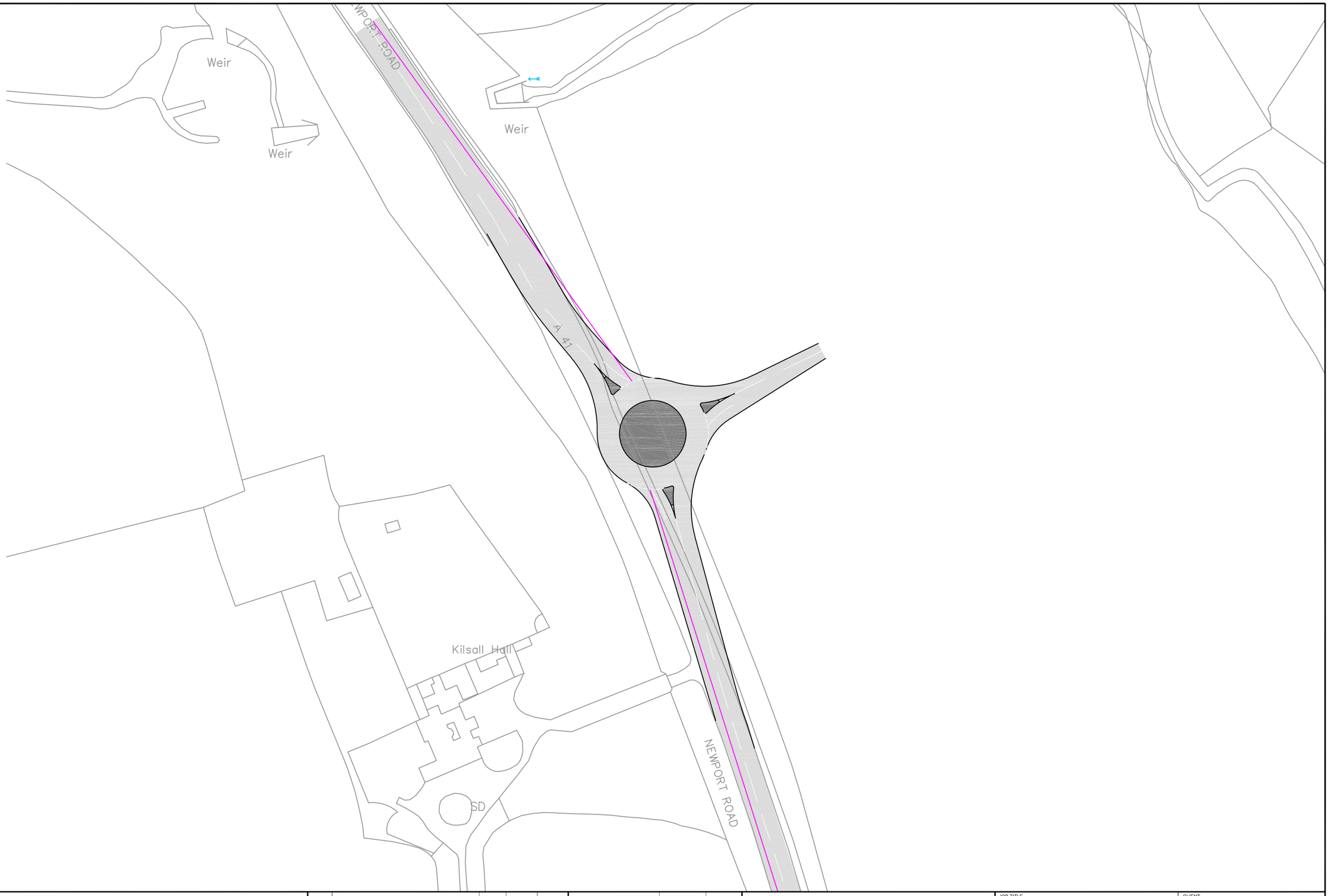
4.2 It concludes that the impact of the development would have a negligible impact on the operation of the local network.

4.3 Suitable access to the site can be achieved from Newport Road. The development proposes a new footway link and crossing point to connect to existing facilities.

4.4 The development is in an accessible location where there is a realistic alternative travel choice to the private car.

4.5 The development proposals fully accord with national policy (NPPF 2019) and relevant planning practice guidance.

Drawings



Based upon the ORDNANCE SURVEY MAPS with the permission of
THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE
© Crown Copyright AL 100030412

© David Tucker Associates

REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

david tucker associates
transport planning consultants
Forester House, Doctors Lane,
Henley in Arden,
Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE	CLIENT
Newport Road, Cosford	Node

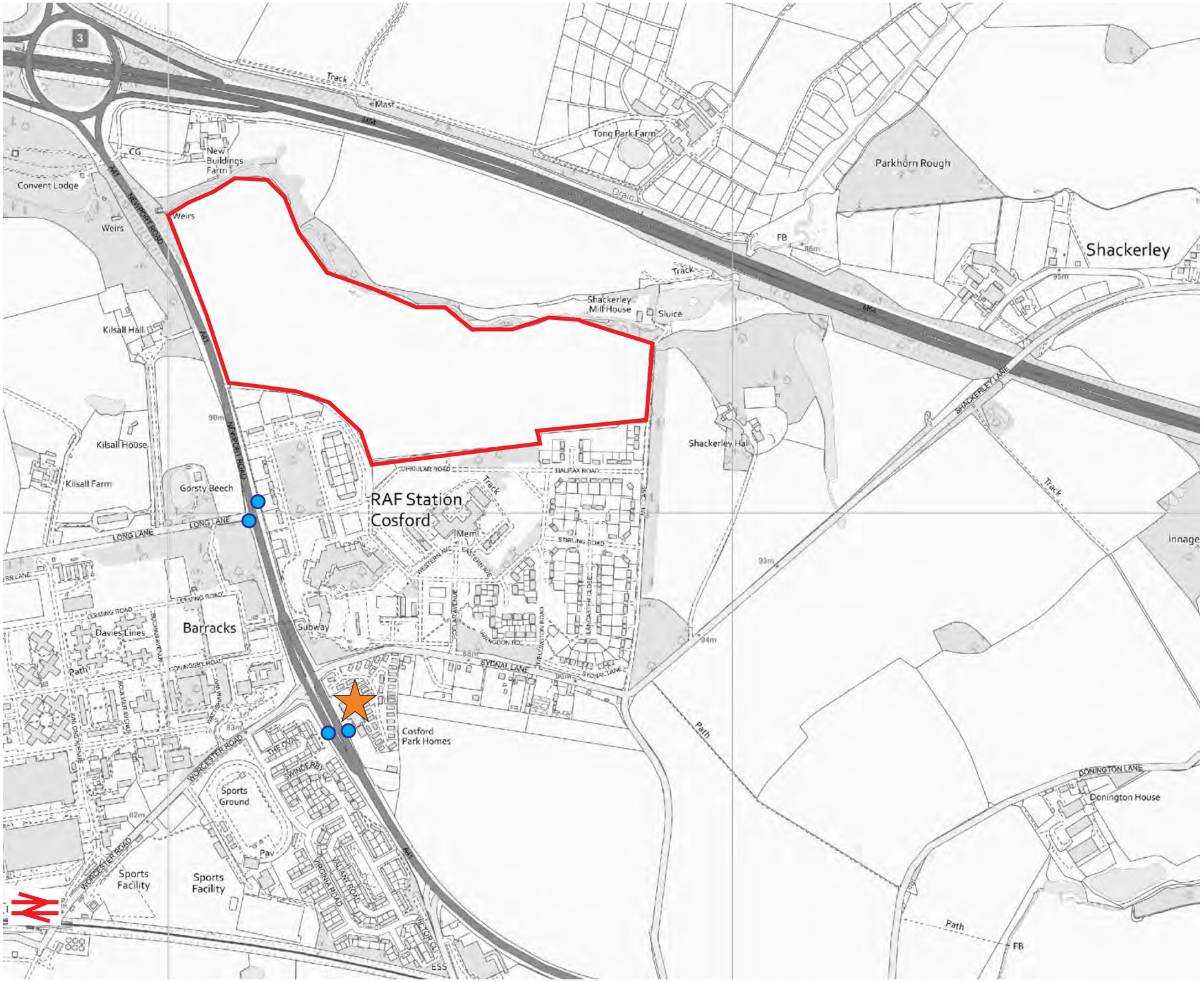
DRAWING TITLE

Proposed Site Access
40m ICD Roundabout

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1250@A3	BP	Aug19	21319–01	

Appendix A

Site Location Plan



David Tucker Associates
Transport Planning Consultancy
Forester House, Doctors Lane, Henley-in-Arden
Warwickshire, B95 5AW
Tel: +44(0) 1564 793598 Fax: +44(0) 1564 793983
www.dtatransportation.co.uk

Notes:

- Site Location
- Bus Stop
- Railway Station
- Garden Centre

Figure 1
Drawing Title: Local Facilities Plan
Job Title: Newport Road, Cosford
Client: Nurton Developments Ltd

Scale : NTS

NORTH

© Crown Copyright and Database Right 2010 - AL 1000304 12

Appendix B

Highway Boundary

Shropshire Council

David Tucker Associates
Forester House
Doctors Lane
Henley in Arden
Warwickshire
B95 5AW

Shropshire Council
Highways Development Control
Shirehall
Abbey Foregate
SHREWSBURY
SY2 6ND

Date: 7 August 2019
My ref: Y/S/B/ALC
Your ref: COSFORD 21319

Dear Sirs

NEWPORT ROAD, COSFORD 21319

I refer to your email of 6 August 2019 regarding the above.

The Highways Manager has inspected the site and he is of the opinion that the extent of the highways maintainable at the public expense within the vicinity of the above site are shown coloured pink on the attached plans.

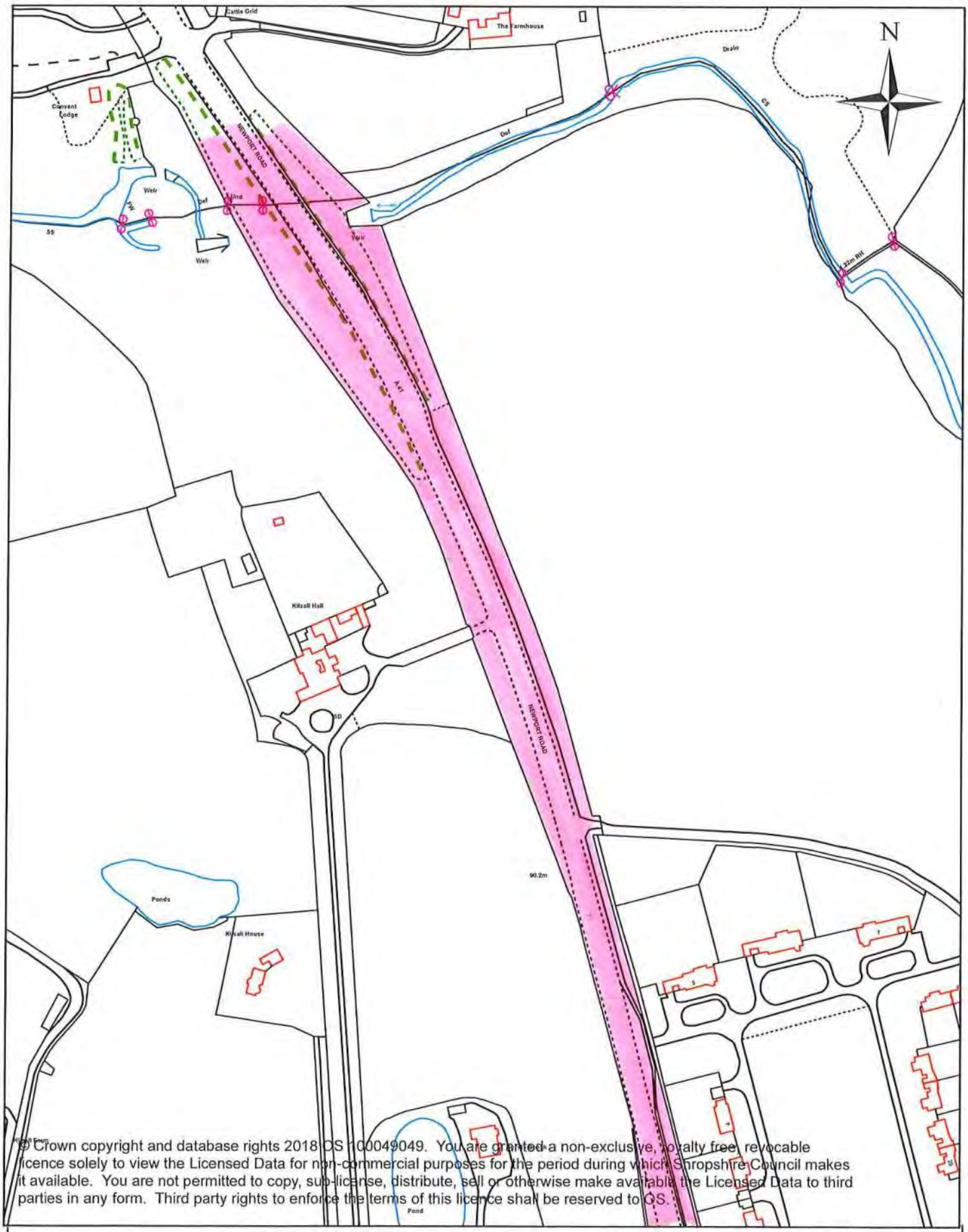
I trust this answers your query, but should you require further assistance please do not hesitate to contact me.

The foregoing information is given on the same terms and conditions as the replies on the standard form of additional enquiries accompanying Local Land Charge Searches.

Yours faithfully

A L Corfield

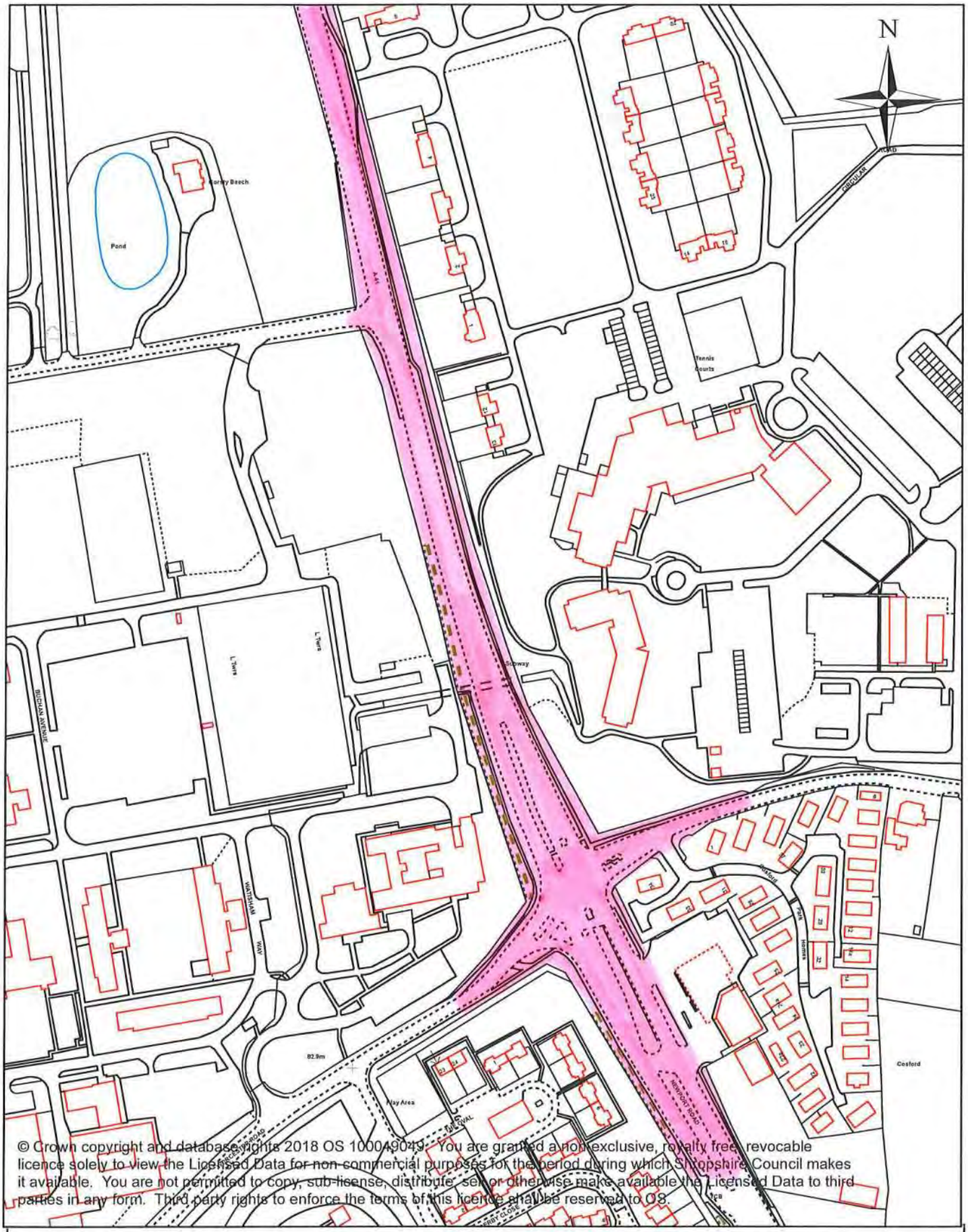
A L Corfield
Highways Information Technician
Highways Development Control
anita.corfield-jones@shropshire.gov.uk
01743 255493



© Crown copyright and database rights 2018 OS 100049049. You are granted a non-exclusive, royalty free, revocable licence solely to view the Licensed Data for non-commercial purposes for the period during which Shropshire Council makes it available. You are not permitted to copy, sub-license, distribute, sell or otherwise make available the Licensed Data to third parties in any form. Third party rights to enforce the terms of this licence shall be reserved to OS.

Shropshire Council

Highways Development Control
Development Services
The Shirehall, Abbey Foregate
Shrewsbury, Shropshire, SY2 6ND
Scale: 1:2,500



© Crown copyright and database rights 2018 OS 100049049. You are granted a non-exclusive, royalty free, revocable licence solely to view the Licensed Data for non-commercial purposes for the period during which Shropshire Council makes it available. You are not permitted to copy, sub-license, distribute, sell or otherwise make available the Licensed Data to third parties in any form. Third party rights to enforce the terms of this licence shall be reserved to OS.

Shropshire Council

Highways Development Control
Development Services
The Shirehall, Abbey Foregate
Shrewsbury, Shropshire, SY2 6ND

Scale: 1:2,500

From:	Anita Corfield-Jones
To:	Amanda Hollands
Subject:	RE: Highway Boundary Search: 21319 Cosford, Shropshire
Date:	06 August 2019 13:22:56
Attachments:	image002.png image003.png

Good morning

Thank you for your email regarding the above.

I can only answer for Newport Road. Mill Lane is MOD responsibility.

If you require Newport Road there is a charge of £57.50 made for this enquiry. You can either pay by cheque, made payable to Shropshire Council and returned to me at the address below or you can pay by secure card payment over the telephone, by phoning 01743 255495 (after 9.30am). Our policy for answering these types of enquiries is 5-10 working days. Please note that there is no VAT on this fee.

I look forward to hearing from you in due course.

Kind regards

Anita Corfield
Highways InformationTechnician

Working in partnership with

T +44 (0) 1743 255493

Highways Development Control,
2nd Floor, Shirehall,
Abbey Foregate, Shrewsbury,
Shropshire, SY2 6ND
anita.corfield-jones@shropshire.gov.uk

wsp.com

Confidential
This message, including any document or file attached, is intended only for the addressee and may contain privileged and/or confidential information. Any other person is strictly prohibited from reading, using, disclosing or copying this message. If you have received this message in error, please notify the sender and delete the message. Thank you.

WSP UK Limited, a limited company registered in England & Wales with registered number 01383511. Registered office: WSP House, 70 Chancery Lane, London, WC2A 1AF

From: Amanda Hollands <AH@dtatransportation.co.uk>
Sent: 06 August 2019 09:48
To: Anita Corfield-Jones <anita.corfield-jones@shropshire.gov.uk>
Subject: Highway Boundary Search: 21319 Cosford, Shropshire

Please could you provide a quote for a highway boundary search of the two areas within the red borders on the attached map. If you have any queries please contact me.

Kind regards

Amanda

Amanda Hollands
David Tucker Associates
Transport Planning Consultants

Forester House | Doctors Lane | Henley in Arden | Warwickshire | B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
http://www.dtatransportation.co.uk

This email is confidential and is intended only for the addressee. It is the property of the sender and if you are not the addressee you must not deal with it in any way other than to notify us of its receipt by you in error.
Registered Office: DTA Transportation Limited, The Station, Wilmcote, Stratford-upon-Avon, CV37 9UP. Registered in England & Wales No. 5305640

****
If you are not the intended recipient of this email please do not send it on to others, open any attachments or file the email locally. Please inform the sender of the error and then delete the original email.
****

From:	Amanda Hollands
To:	Kate McMahon
Subject:	FW: Highway Boundary Search: 21319 Cosford, Shropshire
Date:	06 August 2019 14:00:51
Attachments:	image002.png image003.png

Email below refers to MOD.

Kind regards

Amanda

Amanda Hollands
David Tucker Associates
Transport Planning Consultants

Forester House | Doctors Lane | Henley in Arden | Warwickshire | B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
http://www.dtatransportation.co.uk

This email is confidential and is intended only for the addressee. It is the property of the sender and if you are not the addressee you must not deal with it in any way other than to notify us of its receipt by you in error.
Registered Office: DTA Transportation Limited, The Station, Wilmcote, Stratford-upon-Avon, CV37 9UP. Registered in England & Wales No. 5305640

From: Anita Corfield-Jones [mailto:anita.corfield-jones@shropshire.gov.uk]
Sent: 06 August 2019 13:23
To: Amanda Hollands <AH@dtatransportation.co.uk>
Subject: RE: Highway Boundary Search: 21319 Cosford, Shropshire

Good morning

Thank you for your email regarding the above.

I can only answer for Newport Road. Mill Lane is MOD responsibility.

If you require Newport Road there is a charge of £57.50 made for this enquiry. You can either pay by cheque, made payable to Shropshire Council and returned to me at the address below or you can pay by secure card payment over the telephone, by phoning 01743 255495 (after 9.30am). Our policy for answering these types of enquiries is 5-10 working days. Please note that there is no VAT on this fee.

I look forward to hearing from you in due course.

Kind regards

Anita Corfield
Highways InformationTechnician

Working in partnership with

T +44 (0) 1743 255493

Highways Development Control,
2nd Floor, Shirehall,
Abbey Foregate, Shrewsbury,
Shropshire, SY2 6ND
anita.corfield-jones@shropshire.gov.uk

wsp.com

Confidential
This message, including any document or file attached, is intended only for the addressee and may contain privileged and/or confidential information. Any other person is strictly prohibited from reading, using, disclosing or copying this message. If you have received this message in error, please notify the sender and delete the message. Thank you.

WSP UK Limited, a limited company registered in England & Wales with registered number 01383511. Registered office: WSP House, 70 Chancery Lane, London, WC2A 1AF

From: Amanda Hollands <AH@dtatransportation.co.uk>
Sent: 06 August 2019 09:48
To: Anita Corfield-Jones <anita.corfield-jones@shropshire.gov.uk>
Subject: Highway Boundary Search: 21319 Cosford, Shropshire

Please could you provide a quote for a highway boundary search of the two areas within the red borders on the attached map. If you have any queries please contact me.

Kind regards

Amanda

Amanda Hollands
David Tucker Associates
Transport Planning Consultants

Forester House | Doctors Lane | Henley in Arden | Warwickshire | B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
http://www.dtatransportation.co.uk

This email is confidential and is intended only for the addressee. It is the property of the sender and if you are not the addressee you must not deal with it in any way other than to notify us of its receipt by you in error.
Registered Office: DTA Transportation Limited, The Station, Wilmcote, Stratford-upon-Avon, CV37 9UP. Registered in England & Wales No. 5305640

****
If you are not the intended recipient of this email please do not send it on to others, open any attachments or file the email locally. Please inform the sender of the error and then delete the original email.
****

Appendix C

TRICS Outputs

Calculation Reference: AUDIT-623801-190808-0843

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	3 days
	HC	HAMPSHIRE	3 days
	KC	KENT	6 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	7 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	3 days
	SM	SOMERSET	3 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	3 days
	SF	SUFFOLK	4 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	2 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	6 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	DH	DURHAM	3 days
	TW	TYNE & WEAR	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 918 (units:)
Range Selected by User:	6 to 918 (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 09/05/19

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	12 days
Tuesday	14 days
Wednesday	13 days
Thursday	13 days
Friday	10 days

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

Selected survey types:

Manual count	62 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	25
Edge of Town	28
Neighbourhood Centre (PPS6 Local Centre)	9

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	53
Village	7
No Sub Category	2

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	62 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	2 days
1,001 to 5,000	11 days
5,001 to 10,000	10 days
10,001 to 15,000	17 days
15,001 to 20,000	9 days
20,001 to 25,000	6 days
25,001 to 50,000	7 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	8 days
75,001 to 100,000	15 days
100,001 to 125,000	2 days
125,001 to 250,000	18 days
250,001 to 500,000	6 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	17 days
1.1 to 1.5	43 days
1.6 to 2.0	2 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	11 days
No	51 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	62 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-04 DETACHED CAMBRIDGESHIRE

PETERBOROUGH
THORPE PARK ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

2 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

3 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

4 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

5 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

6 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

7 DH-03-A-02 MIXED HOUSES DURHAM
LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

8 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total Number of dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 DS-03-A-02 MIXED HOUSES DERBYSHIRE
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total Number of dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

10 DV-03-A-01 TERRACED HOUSES DEVON
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

11 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

12 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

13 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD
PEACEHAVEN

Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY *18/11/11* *Survey Type: MANUAL*

14 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total Number of dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

15 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total Number of dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

16 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
MANCHESTER
PRESTWICH
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 HC-03-A-20 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 62
Survey date: TUESDAY *20/11/18* *Survey Type: MANUAL*

18 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total Number of dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

19 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

20 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

21 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total Number of dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

22 KC-03-A-05 DETACHED & SEMI-DETACHED KENT
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

23 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

24 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total Number of dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

25 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

26 LE-03-A-02 DETACHED & OTHERS LEICESTERSHIRE
MELBOURNE ROAD
IBSTOCK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 85
Survey date: THURSDAY *28/06/18* *Survey Type: MANUAL*

27 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

28 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

29 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

30 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

31 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

32 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

33 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

34 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET
YORK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

35 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

36 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

37 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

38 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

39 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

40 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY *23/10/12* *Survey Type: MANUAL*

41 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total Number of dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

42 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

43 SF-03-A-07 MIXED HOUSES SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: THURSDAY *09/05/19* *Survey Type: MANUAL*

44 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

45 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

46 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

47 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 42
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

48 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

49 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total Number of dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

50 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

51 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 16
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

52 WK-03-A-01 TERRACED/SEMI/DET. WARWICKSHIRE
ARLINGTON AVENUE
LEAMINGTON SPA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 6
Survey date: FRIDAY *21/10/11* *Survey Type: MANUAL*

53 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

54 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

55 WM-03-A-04 TERRACED HOUSES WEST MIDLANDS
OSBORNE ROAD
COVENTRY
EARLSDON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 39
Survey date: MONDAY *21/11/16* *Survey Type: MANUAL*

56 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total Number of dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

57 WS-03-A-05 TERRACED & FLATS WEST SUSSEX
UPPER SHOREHAM ROAD
SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 48
Survey date: WEDNESDAY *18/04/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

58 WS-03-A-07 BUNGALOWS WEST SUSSEX
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 57
Survey date: THURSDAY 19/10/17 Survey Type: MANUAL

59 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total Number of dwellings: 180
Survey date: THURSDAY 19/04/18 Survey Type: MANUAL

60 WS-03-A-09 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 197
Survey date: THURSDAY 05/07/18 Survey Type: MANUAL

61 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total Number of dwellings: 79
Survey date: WEDNESDAY 07/11/18 Survey Type: MANUAL

62 WS-03-A-11 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total Number of dwellings: 918
Survey date: TUESDAY 02/04/19 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	62	95	0.069	62	95	0.289	62	95	0.358
08:00 - 09:00	62	95	0.124	62	95	0.370	62	95	0.494
09:00 - 10:00	62	95	0.137	62	95	0.158	62	95	0.295
10:00 - 11:00	62	95	0.121	62	95	0.148	62	95	0.269
11:00 - 12:00	62	95	0.128	62	95	0.141	62	95	0.269
12:00 - 13:00	62	95	0.149	62	95	0.140	62	95	0.289
13:00 - 14:00	62	95	0.154	62	95	0.150	62	95	0.304
14:00 - 15:00	62	95	0.156	62	95	0.177	62	95	0.333
15:00 - 16:00	62	95	0.245	62	95	0.166	62	95	0.411
16:00 - 17:00	62	95	0.265	62	95	0.164	62	95	0.429
17:00 - 18:00	62	95	0.338	62	95	0.148	62	95	0.486
18:00 - 19:00	62	95	0.276	62	95	0.161	62	95	0.437
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.162			2.212			4.374

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	6 - 918 (units:)
Survey date date range:	01/01/11 - 09/05/19
Number of weekdays (Monday-Friday):	62
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
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	62	95	0.001	62	95	0.000	62	95	0.001
08:00 - 09:00	62	95	0.002	62	95	0.001	62	95	0.003
09:00 - 10:00	62	95	0.002	62	95	0.002	62	95	0.004
10:00 - 11:00	62	95	0.003	62	95	0.002	62	95	0.005
11:00 - 12:00	62	95	0.002	62	95	0.002	62	95	0.004
12:00 - 13:00	62	95	0.002	62	95	0.003	62	95	0.005
13:00 - 14:00	62	95	0.002	62	95	0.001	62	95	0.003
14:00 - 15:00	62	95	0.001	62	95	0.002	62	95	0.003
15:00 - 16:00	62	95	0.001	62	95	0.001	62	95	0.002
16:00 - 17:00	62	95	0.001	62	95	0.001	62	95	0.002
17:00 - 18:00	62	95	0.001	62	95	0.001	62	95	0.002
18:00 - 19:00	62	95	0.000	62	95	0.000	62	95	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.016			0.034

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	62	95	0.106	62	95	0.473	62	95	0.579
08:00 - 09:00	62	95	0.198	62	95	0.768	62	95	0.966
09:00 - 10:00	62	95	0.214	62	95	0.274	62	95	0.488
10:00 - 11:00	62	95	0.197	62	95	0.252	62	95	0.449
11:00 - 12:00	62	95	0.205	62	95	0.230	62	95	0.435
12:00 - 13:00	62	95	0.244	62	95	0.227	62	95	0.471
13:00 - 14:00	62	95	0.246	62	95	0.237	62	95	0.483
14:00 - 15:00	62	95	0.252	62	95	0.279	62	95	0.531
15:00 - 16:00	62	95	0.541	62	95	0.290	62	95	0.831
16:00 - 17:00	62	95	0.512	62	95	0.280	62	95	0.792
17:00 - 18:00	62	95	0.590	62	95	0.254	62	95	0.844
18:00 - 19:00	62	95	0.479	62	95	0.292	62	95	0.771
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.784			3.856			7.640

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.*

david tucker associates
Forester House
Doctor's Lane
Henley-in-Arden
Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
inmail@dtatransportation.co.uk
www.dtatransportation.co.uk

EUROPEAN OFFICES

United Kingdom

AYLESBURY
T: +44 (0)1844 337380

BELFAST
T: +44 (0)28 9073 2493

BRADFORD-ON-AVON
T: +44 (0)1225 309400

BRISTOL
T: +44 (0)117 906 4280

CARDIFF
T: +44 (0)29 2049 1010

CHELMSFORD
T: +44 (0)1245 392170

EDINBURGH
T: +44 (0)131 335 6830

EXETER
T: + 44 (0)1392 490152

GLASGOW
T: +44 (0)141 353 5037

GUILDFORD
T: +44 (0)1483 889800

LONDON
T: +44 (0)203 805 6418

MAIDSTONE
T: +44 (0)1622 609242

MANCHESTER
T: +44 (0)161 872 7564

NEWCASTLE UPON TYNE
T: +44 (0)191 261 1966

NOTTINGHAM
T: +44 (0)115 964 7280

SHEFFIELD
T: +44 (0)114 245 5153

SHREWSBURY
T: +44 (0)1743 23 9250

STIRLING
T: +44 (0)1786 239900

WORCESTER
T: +44 (0)1905 751310

Ireland

DUBLIN
T: + 353 (0)1 296 4667

France

GRENOBLE
T: +33 (0)6 23 37 14 14

GUILDFORD
T: +44 (0)1483 889800

www.slrconsulting.com