

Shropshire Council Response:

Matter 7 – Strategic settlements (policies S19 - S21)

Issue

Whether the Local Plan has been positively prepared and whether it is justified, effective and consistent with national planning policy in relation to the overall approach to strategic settlements.



Questions

Policy S19 – Clive Barracks, Tern Hill

Question 1. Is the policy justified effective and consistent with national planning policy?

Shropshire Council Response:

- 1.1. Yes, Shropshire Council considers that the Strategic Settlement at Clive Barracks, Tern Hill and the associated draft Policy S19 are justified, effective and consistent with national planning policy.
- 1.2. Draft Policy S19 is considered to be 'justified' as it provides a clear and appropriate overarching strategy for the redevelopment of Clive Barracks, Tern Hill, a large predominantly brownfield site which will be vacated in 2029 (this is reflected within the agreed trajectory for the delivery of the site within the Statement of Common Ground (SoCG) between Shropshire Council and the site promoter submitted to this examination).
- 1.3. Furthermore, it is considered that this overarching strategy, supported by the more detailed policy requirements within draft Policy S19 and other relevant draft policies within the draft Shropshire Local Plan will effectively direct and manage the redevelopment of Clive Barracks, Tern Hill to maximise the potential benefits of the sites redevelopment, whilst also achieving appropriate protection of assets and mitigation of impacts.
- 1.4. A proportionate and robust evidence base supports the approach to the Clive Barracks, Tern Hill Strategic Settlement and draft Policy S19. In particular:
- 1.5. Identification of the proposed Clive Barracks, Tern Hill Strategic Settlement was informed by a proportionate and robust site assessment process (this process for proposed Strategic Settlements and the proposed Strategic Site is summarised within Appendices T and U of the Sustainability Appraisal (**SD006.21** and **SD006.22**)). This process was informed by analysis undertaken by Highways, Heritage, Ecology, Tree, and Public Protection Officers; and technical studies such as the Sustainability Appraisal process also summarised within **SD006.21**, Landscape and Visual Sensitivity Study (**EV071**), and Strategic Flood Risk Assessment (Level 1 and Level 2) (**EV095.01-EV095.66** and **EV096.01-EV096.39**).
- 1.6. Identification of the proposed Clive Barracks, Tern Hill Strategic Settlement and draft Policy S19 have been directly informed by and appraised within the Sustainability Appraisal (**SD006.01-SD006.22**) and Habitats Regulations Assessment (**SD008.01-**

SC008.03), and Equality and Social Inclusion Impact Assessment (**SD010**), which have been undertaken using an iterative process reflecting that used for the preparation of the draft Shropshire Local Plan.

- 1.7. Furthermore, technical studies undertaken to inform the draft Shropshire Local Plan, such as the Green Infrastructure Strategy (**EV052.01-EV052.30**), Indoor Sports Facilities Strategy (**EV064.01-EV064.02**) Strategic Infrastructure and Investment Plan and Place Plans (**GC4t** and **EV067.01-EV067.18** respectively), Open Space Needs Assessment (**EV088.01-EV088.05**), Playing Pitch and Outdoor Sports Strategy (**EV089.01-EV089.03**) and Water Cycle Study (**EV117.01-EV117.03**) have informed proposals within draft Policy S19.
- 1.8. Both the Strategic Settlement at Clive Barracks, Tern Hill and the associated draft Policy S19 have been informed by Regulation 18 'Plan-Making' Consultations (particularly the Regulation 18: Strategic Sites and Regulation 18: Pre-Submission Draft Consultation) undertaken to inform the draft Shropshire Local Plan. Responses received to each of these consultations were carefully considered and informed subsequent proposals.
- 1.9. Proposals were also consulted upon as part of the Regulation 19 'Pre-Submission' Consultation. Following this consultation, representations were carefully considered before full Council approval was sought to submit the draft Shropshire Local Plan for examination.
- 1.10. Proactive engagement has also occurred through the Clive Barracks Task Force Group (a group of local stakeholders, chaired by the MP for North Shropshire).
- 1.11. Draft Policy S19 is considered to be 'effective' as it provides both a clear and appropriate overarching strategy and detailed policy requirements for the masterplanning and future redevelopment of the Clive Barracks, Tern Hill Strategic Settlement. Together these provide a framework which will maximise the potential benefits of the sites redevelopment, whilst also achieving appropriate protection of assets and mitigation of impacts.
- 1.12. Importantly, the detailed policy requirements ensure that the overarching strategy is deliverable.
- 1.13. In particular, draft Policy S19 requires a detailed masterplan to be prepared for the site, informed by effective collaboration with the site promoter and proactive community engagement. This masterplanning process will support the implementation of

the draft policy and provides further confidence regarding its effectiveness and deliverability during the proposed plan period.

- 1.14. The delivery of this overarching strategy will also be supported by the policy requirements within a number of the other draft policies of the draft Shropshire Local Plan.
- 1.15. Additionally, Appendix 4 of the draft Shropshire Local Plan identifies further supporting delivery mechanisms and identifies a clear monitoring framework to review the implementation of the draft policy.
- 1.16. Draft Policy S19 is considered to be 'consistent with national policy'. In particular:
- 1.17. Consistent with Paragraphs 60-63 of the National Planning Policy Framework (NPPF), the Clive Barracks, Tern Hill Strategic Settlement would contribute to meeting housing needs during the proposed plan period and beyond. It also presents the opportunity to provide a range of different types of housing as part of a diverse and cohesive offer which will contribute to the achievement of a sustainable settlement. It will also contribute to meeting the needs of different groups within the community.
- 1.18. Consistent with Paragraph 73 of the NPPF, Clive Barracks, Tern Hill Strategic Settlement offers the opportunity to deliver a large number of new homes within a new strategic settlement which will be *"well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes)."* This opportunity has been informed by the aforementioned proportionate and robust site assessment and engagement with the community through the Local Plan Review process and Clive Barracks, Tern Hill Task Force.
- 1.19. Consistent with Paragraphs 81-83 of the NPPF, Clive Barracks, Tern Hill Strategic Settlement will provide employment land which will *"support economic growth and productivity, taking into account both local business needs and wider opportunities for development."* The site is also located on the A41 strategic corridor, which supports Shropshire's links to the Northern Powerhouse through Cheshire and connections to the delivery of High Speed 2 later in the proposed plan period, which will be particularly attractive location for certain businesses and sectors.
- 1.20. Consistent with Paragraphs 92-93 of the NPPF, Clive Barracks, Tern Hill Strategic Settlement will as a mixed use development with a strong neighbourhood centre, extensive open space and green infrastructure, and a design and layout that promotes walking and cycling and is safe and accessible, provide opportunities for *"social interaction"* and a *"healthy lifestyle"*.

- 1.21. Consistent with Paragraph 97(b) of the NPPF, draft Policy S19 ensures that operational Defence sites are *“not affected adversely by the impact of other development proposed in the area”*.
- 1.22. Clive Barracks, Tern Hill is predominantly a brownfield site which will be vacated in 2029. Consistent with Paragraph 119 of the NPPF, the redevelopment of the site contributes to the aspiration of making *“as much use as possible of previously-developed or ‘brownfield’ land.”*
- 1.23. The detailed policy requirements for the masterplanning and future redevelopment of the Clive Barracks, Tern Hill Strategic Settlement within draft Policy S19 will facilitate the achievement of the overarching strategy for the site.
- 1.24. They have also enabled detailed design issues to be identified and ensure that they are taken into account in the masterplanning and eventual layout. This includes such issues as achieving sustainable and well-designed development (Paragraphs 8, 129-130 of the NPPF); protection of existing and provision of new open space and green infrastructure (Paragraphs 98-99 of the NPPF); responding to social infrastructure needs (Paragraphs 34 and 95-96 of the NPPF); maximising opportunities for sustainable transport – walking, cycling and public transport (Paragraphs 104-106 of the NPPF); appropriate improvements to the highway network (Paragraph 113 of the NPPF); provision of sustainable drainage (Paragraph 169 of the NPPF); conserving ecological assets (Paragraph 174 of the NPPF); consideration of noise, odour and contaminated land (Paragraphs 183-185); and protecting the setting of heritage assets (Paragraph 189 of the NPPF).

Question 2. Is the housing trajectory for the site realistic and deliverable?

Shropshire Council Response:

- 2.1. Yes, Shropshire Council considers that the proposed housing delivery trajectory for the Clive Barracks, Tern Hill Strategic Settlement documented within the Five Year Housing Land Supply Statement 2021 (**GC4j**) is realistic and deliverable.
- 2.2. This trajectory accounts for the MOD’s decision to delay the disposal of the Clive Barracks, Tern Hill site from 2025 to 2029 in response to the Future Soldiers Project, which represents the most radical transformation of the British Army in 20 years. This announcement is also reflected within proposed minor (additional) modification MiM216 of the schedule of minor modifications to the draft Shropshire Local Plan (**GC4I**).

2.3. In summary, this trajectory is as follows:

Table 2.1: Housing Delivery Trajectory

	Years 1-5					Years 6 - 10				
	2021 / 22	2022 / 23	2023 / 24	2024 / 25	2025 / 26	2026 / 27	2027 / 28	2028 / 29	2029 / 30	2030 / 31
Activity:							Outline Planning Application	Disposal	Disposal continued / Reserved Matters Planning Application	25

	Years 11 - 15					Years 16+		Total to 2038	Total beyond 2038
	2031 / 32	2032 / 33	2033 / 34	2034 / 35	2035 / 36	2036 / 37	2037 / 38		
Activity:	25	50	50	50	50	50	50	350	400

2.4. As such, this proposed housing trajectory allows for 350 dwellings being completed upon on the site during the proposed plan period to 2038. The remaining 400 dwellings will be completed post 2038, contributing towards meeting housing need in the longer term.

2.5. The assumptions within this trajectory have been informed by careful consideration of the site-specific evidence (including information on the timescales for disposal of the site), past delivery rates, the local market absorption rates and professional judgement. Importantly the housing delivery trajectory has also been informed by proactive discussions with the site promoter.

2.6. This proposed housing delivery trajectory has been agreed with the site promoter within the Statement of Common Ground (SoCG) submitted to this examination, which includes *“All parties agree that the below projected housing delivery trajectory is deliverable, has been informed by consideration of best available evidence, and there are not any known constraints that will hinder the achievement of this housing delivery trajectory.”* (the referenced trajectory is consistent with that provided within the above table).

2.7. This SoCG also recognises that *“The allocation of the site in the draft Shropshire Local Plan will enable confidence to work up an outline planning application and submit it to SC [Shropshire Council] well ahead of the proposed vacation date, ensuring delivery of new homes soon after vacation/disposal of the site”.*

Question 3. Have the infrastructure requirements of the proposed strategic settlement been adequately identified and costed? Including the requirements for:

- a) road improvements*
- b) air quality mitigation measures*
- c) sustainable transport networks*
- d) the primary school*
- e) healthcare*
- f) green infrastructure*
- g) leisure and sports facilities*
- h) local centre facilities*
- i) contamination remediation.*

Shropshire Council Response:

- 3.1. Yes, Shropshire Council considers that the infrastructure requirements of the proposed Strategic Settlement: Clive Barracks, Tern Hill have been adequately identified and costed.
- 3.2. Our understanding of the infrastructure requirements associated with the proposed Clive Barracks, Tern Hill Strategic Settlement have been informed by a comprehensive process involving consideration of:
 - a. Technical studies and other material submitted by the site promoter. This included a Topographical Survey, Highways Report and Technical Note, Noise Assessment, Flood Risk and Drainage Scoping Study, Foul Water and Utilities Assessment, Preliminary Ecological Appraisal, Landscape and Visual Impact Assessment, Heritage Statement and Geophysical Survey, Arboricultural Survey, Preliminary Arboricultural Impact Assessment, Unexploded Ordnance Assessment, and Phase 1 Ground Investigation.
 - b. A proportionate and robust site assessment process (summarised within **SD006.21**), informed by analysis undertaken by Highways, Heritage, Ecology, Tree, and Public Protection Officers; and technical studies such as the Sustainability Appraisal process summarised within **SD006.21**, Landscape and Visual Sensitivity Study (**EV071**), and Strategic Flood Risk Assessment (Level 1 and Level 2) (**EV095.01-EV095.66** and **EV096.01-EV096.39**).
 - c. Technical studies undertaken to inform the draft Shropshire Local Plan, such as the Green Infrastructure Strategy (**EV052.01-EV052.30**), Indoor Sports Facilities Strategy (**EV064.01-EV064.02**) Strategic Infrastructure and Investment Plan and Place Plans (**GC4t** and **EV067.01-EV067.18** respectively), Open Space Needs Assessment (**EV088.01-EV088.05**), Playing Pitch and Outdoor Sports

Strategy (**EV089.01-EV089.03**) and Water Cycle Study (**EV117.01-EV117.03**).

- d. Discussions with infrastructure providers, including through the Place Plan (**EV067.01-EV067.18**) and Strategic Infrastructure and Investment Plan (**GC4t**) processes. As these are 'live' documents, these discussions will continue during the implementation of the draft Shropshire Local Plan.
 - e. Discussions with local communities, including through the Place Plan process.
 - f. Proactive engagement through the Clive Barracks Task Force Group (a group of local stakeholders, chaired by the MP for North Shropshire).
 - g. Careful consideration of responses to the Regulation 18 'Plan Making' consultations undertaken to inform the development of the draft Shropshire Local Plan.
- 3.3. The infrastructure requirements identified through this process has informed the preparation of the proposed site guidelines within draft Policy S19 of the draft Shropshire Local Plan.
- 3.4. These guidelines will inform the preparation of the masterplan for the site. They will also inform the subsequent Planning Application process and ultimately the redevelopment of the site.
- 3.5. However, inevitably our understanding of the infrastructure requirements associated with the redevelopment of Clive Barracks, Tern Hill will be refined through the masterplanning and subsequent Planning Application processes, during which the detailed proposals for the development of the site will be available and the detailed technical studies supporting these detailed proposals will become available. This has been recognised and the approach to infrastructure requirements within draft Policy S19 and the draft Shropshire Local Plan is designed to provide the flexibility to respond to this.
- 3.6. Furthermore, the approach to assessing the cost and viability of the infrastructure requirements associated with the Clive Barracks, Tern Hill Strategic Settlement is also responsive to this and apply a precautionary approach.
- 3.7. Specifically, where possible infrastructure costs were identified, where this was not currently possible a precautionary approach was utilised when considering the potential costs of infrastructure. These assumptions informed the Local Plan Delivery and Viability Study (2020) (**EV115.01**).
- 3.8. With regard to Clive Barracks, Tern Hill, the infrastructure costs assessed within the Local Plan Delivery and Viability Study (2020) (**EV115.01**) included £9million through S106 contributions and CIL at the prevailing rate.

- 3.9. As recognised within paragraph 12.79 of the Local Plan Delivery and Viability Study (2020) (**EV115.01**) the 'strategic sites' are *"currently subject to CIL at the prevailing rates. This has been discussed with the Council, who has acknowledged that it would expect the s106 requirements to take into account that some of the infrastructure in the area of the specific sites could be delivered through CIL so it is unlikely that the requirement would be for the full levels of s106 contributions and CIL"*. Recognising this and the proposed policy approach to infrastructure provision as captured within draft Policy DP25, it is clear that the assessment has applied the 'precautionary principle' with regard to these assumptions.
- 3.10. A Statement of Common Ground (SoCG) between Shropshire Council and the site promoter (Defence Infrastructure Organisation - DIO) has been completed for the Strategic Settlement. Within this SoCG, with regard to infrastructure provision, it is agreed that:

"Detailed consideration has been given to the infrastructure requirements of the proposed scheme within draft Policy S19 and the associated costs of delivery have been considered to ensure that the scheme is viable and deliverable.

SC [Shropshire Council] and the DIO agree to secure the delivery of relevant infrastructure, as appropriate and justified, through planning conditions, CIL (as appropriate), section 106 agreement and/or s278 agreement as associated with a planning permission (as appropriate).

Any phasing of the delivery of the infrastructure requirements will be agreed with SC and the appropriate stakeholders ahead of and during determination of a planning application. These timescales will appropriately reflect the policy requirements within draft Policy S19 and the wider construction of the site."

Question 4. Is there evidence that the infrastructure requirements will be delivered within the necessary timescales?

Shropshire Council Response:

- 4.1. Draft Policy DP25 addresses infrastructure provision. It specifies that *"New development should only take place where there is sufficient existing infrastructure capacity available. Where a new development would lead to a shortfall in infrastructure provision, the development will be required to fund necessary improvements through a suitable developer contribution, unless the identified shortfall is being addressed by other means."* The

draft Policy then identifies the key mechanisms available to facilitate the delivery of infrastructure.

- 4.2. As such, this draft Policy provides certainty that the infrastructure necessary to support development in Shropshire (including development of the proposed Clive Barracks, Tern Hill Strategic Settlement), will be delivered and at an appropriate time within the construction process.
- 4.3. With specific regard to the proposed Clive Barracks, Tern Hill Strategic Settlement, Paragraph 3 of draft Policy S19 requires a comprehensive masterplan to be prepared for the site and then adopted by Shropshire Council. This masterplanning process will allow for further consideration of the infrastructure requirements of the site and inform the phasing of infrastructure delivery.
- 4.4. Furthermore, many of the detailed site guidelines (Paragraphs 3a-3m) of draft Policy S19 address infrastructure requirements and where it is considered necessary and appropriate also provide an indication of the necessary timescales for the delivery of infrastructure. These guidelines will inform the preparation of the masterplan for the site. They will also inform the subsequent Planning Application process and ultimately the redevelopment of the site.
- 4.5. Importantly, the Planning Application process will allow for the detailed consideration of and establish the specific phasing of the delivery of the infrastructure to ensure that it is provided at an appropriate time during the sites redevelopment. This process will be informed by the masterplan prepared for the site and relevant policies within the draft Shropshire Local Plan (particularly draft Policies DP25 and S19).
- 4.6. Within the Planning Application process, infrastructure requirements and timescales for delivery will be secured as appropriate via such mechanisms as planning conditions, S106 legal agreements and Infrastructure Funding Statements.
- 4.7. As such, there is confidence that the necessary supporting infrastructure will be delivered at an appropriate stage in the development process.
- 4.8. A Statement of Common Ground (SoCG) between Shropshire Council and the site promoter (Defence Infrastructure Organisation - DIO) has been completed for the site. Within this SoCG, with regard to infrastructure provision, it is agreed that:

“Detailed consideration has been given to the infrastructure requirements of the proposed scheme within draft Policy S19 and the associated costs of delivery have been considered to ensure that the scheme is viable and deliverable.

SC [Shropshire Council] and the DIO agree to secure the delivery of relevant infrastructure, as appropriate and justified, through planning conditions, CIL (as appropriate), section 106 agreement and/or s278 agreement as associated with a planning permission (as appropriate).

Any phasing of the delivery of the infrastructure requirements will be agreed with SC and the appropriate stakeholders ahead of and during determination of a planning application. These timescales will appropriately reflect the policy requirements within draft Policy S19 and the wider construction of the site."

- 4.9. When identifying likely delivery timescales for development (including Clive Barracks, Tern Hill), Shropshire Council has carefully considered:
 - a. The factors that will influence lead-in times.
 - b. The implications of infrastructure delivery when determining appropriate delivery rates for a site.
- 4.10. As such, Shropshire Council considers that the delivery timescales for Clive Barracks, Tern Hill have been appropriately informed by the consideration of necessary supporting infrastructure and that there is confidence that necessary infrastructure will be delivered and at an appropriate time within the construction process.

Question 5. Should a map or plan identify specific allocation/areas within the policy area for employment use and the local centre etc?

Shropshire Council Response:

- 5.1. Shropshire Council does not consider that it is necessary to identify specific areas of the site upon which the various proposed uses (such as employment and the local centre) will occur upon a map or plan.
- 5.2. It is considered that draft Policy S19 and particularly the proposed site guidelines (3a-3m) provide sufficient detail to allow all parties (including the decision maker, applicant and community) to understand the eventual mix of uses and interaction between these uses on the site. They are also considered sufficient to inform the eventual layout of the development and ensure that this layout maximises the potential benefits of the sites redevelopment, whilst also achieving appropriate protection of assets and mitigation of impacts.
- 5.3. Furthermore, whilst initial masterplanning has been undertaken for the site (the initial masterplan forms an appendix to the

Statement of Common Ground between Shropshire Council and the site promoter (Defence Infrastructure Organisation - DIO)), it is still envisaged that further masterplanning will be undertaken for the site. This is specifically recognised within Paragraph 3 of draft Policy S19, which requires a comprehensive masterplan to be prepared for the site and then adopted by Shropshire Council.

- 5.4. As such, it is considered that the existing approach provides sufficient certainty about the future development of the site, without pre-determining the future masterplanning exercise or removing the ability for innovative design and layout of the development.

Question 6. Should the policy be more prescriptive about the types of employment uses?

Shropshire Council Response:

- 6.1. Shropshire Council considers that the approach to the types of employment uses on the employment land at the proposed Clive Barracks, Tern Hill Strategic Settlement is appropriate.
- 6.2. In summary, this approach consists of identifying site specific requirements within draft Policy S19 and the wider policy requirements (particularly those within draft Policies SP12 and SP13) of the draft Shropshire Local Plan.
- 6.3. Ultimately, to ensure the successful delivery of this site and maximise its employment potential, it is considered important to provide flexibility regarding the eventual mix of employment uses on the Clive Barracks, Tern Hill Strategic Settlement.
- 6.4. The eventual mix of employment uses will be informed by such factors as the comprehensive masterplan to be prepared for the site and adopted by Shropshire Council, any appropriate opportunities identified within the market at the time that the sites redevelopment occurs, and the needs of the new and existing communities in the area.

Policy S20 – Former Ironbridge Power Station

Question 1. Is the policy justified effective and consistent with national planning policy?

Shropshire Council Response:

- 1.1. Yes, Shropshire Council considers that the Strategic Settlement at the Former Ironbridge Power Station and the associated draft Policy S20 are justified, effective and consistent with national planning policy.
- 1.2. Draft Policy S20 is considered to be 'justified' as it provides a clear and appropriate overarching strategy for the redevelopment of the Former Ironbridge Power Station, a large part brownfield site.
- 1.3. Furthermore, it is considered that this overarching strategy, supported by the more detailed policy requirements within draft Policy S20 and other relevant draft policies within the draft Shropshire Local Plan will effectively direct and manage the redevelopment of the Former Ironbridge Power Station to maximise the potential benefits of the sites redevelopment, whilst also achieving appropriate protection of assets and mitigation of impacts.
- 1.4. A proportionate and robust evidence base supports the approach to the Former Ironbridge Power Station Strategic Settlement and draft Policy S20. In particular:
- 1.5. Identification of the proposed Former Ironbridge Power Station Strategic Settlement was informed by a proportionate and robust site assessment process (this process for proposed Strategic Settlements and the proposed Strategic Site is summarised within Appendices T and U of the Sustainability Appraisal (**SD006.21** and **SD006.22**)). This process was informed by analysis undertaken by Highways, Heritage, Ecology, Tree, and Public Protection Officers; and technical studies such as the Sustainability Appraisal process also summarised within **SD006.21**, Landscape and Visual Sensitivity Study (**EV071**), and Strategic Flood Risk Assessment (Level 1 and Level 2) (**EV095.01-EV095.66** and **EV096.01-EV096.39**).
- 1.6. Identification of the proposed Former Ironbridge Power Station Strategic Settlement and draft Policy S20 have been directly informed by and appraised within the Sustainability Appraisal (**SD006.01-SD006.22**) and Habitats Regulations Assessment (**SD008.01-SC008.03**), and Equality and Social Inclusion Impact Assessment (**SD010**), which have been undertaken using an iterative process reflecting that used for the preparation of the draft Shropshire Local Plan.

- 1.7. Furthermore, technical studies undertaken to inform the draft Shropshire Local Plan, such as the Green Infrastructure Strategy (**EV052.01-EV052.30**), Indoor Sports Facilities Strategy (**EV064.01-EV064.02**) Strategic Infrastructure and Investment Plan and Place Plans (**GC4t** and **EV067.01-EV067.18** respectively), Open Space Needs Assessment (**EV088.01-EV088.05**), Playing Pitch and Outdoor Sports Strategy (**EV089.01-EV089.03**) and Water Cycle Study (**EV117.01-EV117.03**) have informed proposals within draft Policy S20.
- 1.8. Both the Strategic Settlement at the Former Ironbridge Power Station and the associated draft Policy S20 have been informed by Regulation 18 'Plan-Making' Consultations (particularly the Regulation 18: Strategic Sites and Regulation 18: Pre-Submission Draft Consultation) undertaken to inform the draft Shropshire Local Plan. Responses received to each of these consultations were carefully considered and informed subsequent proposals.
- 1.9. Proposals were also consulted upon as part of the Regulation 19 'Pre-Submission' Consultation. Following this consultation, representations were carefully considered before full Council approval was sought to submit the draft Shropshire Local Plan for examination.
- 1.10. Proactive engagement has been undertaken with the community by the site owner (Harworth Group) in the preparation of the masterplan for the site and subsequently by Shropshire Council through the Planning Application process.
- 1.11. Draft Policy S20 is considered to be 'effective' as it provides both a clear and appropriate overarching strategy and detailed policy requirements for the masterplanning and future redevelopment of the Former Ironbridge Power Station. Together these provide a framework which will maximise the potential benefits of the sites redevelopment, whilst also achieving appropriate protection of assets and mitigation of impacts.
- 1.12. Importantly, the detailed policy requirements ensure that the overarching strategy is deliverable.
- 1.13. The delivery of this overarching strategy will also be supported by the policy requirements within a number of the other draft policies of the draft Shropshire Local Plan.
- 1.14. Additionally, Appendix 4 of the draft Shropshire Local Plan identifies further supporting delivery mechanisms and identifies a clear monitoring framework to review the implementation of the draft policy.

- 1.15. The progress made on the site thus far (all significant structures have now been demolished) and the progress made on Planning Applications for the extraction of minerals (Planning Application 19/05509/MAW) and for the redevelopment of the site (Planning Application 19/05560/OUT) provide further confidence on the deliverability of this proposed Strategic Settlement. See further in the response to Question 2 below.
- 1.16. Draft Policy S20 is considered to be 'consistent with national policy'. In particular:
- 1.17. Consistent with Paragraphs 60-63 of the National Planning Policy Framework (NPPF), the Former Ironbridge Power Station Strategic Settlement would contribute to meeting housing needs during the proposed plan period and beyond. It also presents the opportunity to provide a range of different types of housing as part of a diverse and cohesive offer which will contribute to the achievement of a sustainable settlement. It will also contribute to meeting the needs of different groups, such as older people, within the community.
- 1.18. Consistent with Paragraph 73 of the NPPF, the Former Ironbridge Power Station Strategic Settlement offers the opportunity to deliver a large number of new homes within a new strategic settlement which will be *"well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes)."* This opportunity has been informed by the aforementioned proportionate and robust site assessment and engagement with the community through the Local Plan Review process, the masterplanning undertaken by the site owner (Harworth Group) and the subsequent Planning Application process.
- 1.19. Consistent with Paragraphs 81-83 of the NPPF, the Former Ironbridge Power Station Strategic Settlement will provide employment land which will *"support economic growth and productivity, taking into account both local business needs and wider opportunities for development."* The site is also located on the Eastern Belt M54/A5, A41/A464 and A4169/A458/A454 strategic corridor. This corridor supports Shropshire's links to the West Midlands Combined Authority and offers the potential for certain businesses and sectors to benefit from opportunities associated with this connectivity.
- 1.20. Consistent with Paragraphs 92-93 of the NPPF, the Former Ironbridge Power Station Strategic Settlement will as a mixed use development with a strong neighbourhood centre, extensive open space and green infrastructure, and a design and layout that promotes walking and cycling and is safe and accessible, provide opportunities for *"social interaction"* and a *"healthy lifestyle"*.

- 1.21. The Former Ironbridge Power Station is a part brownfield site which closed in 2015. Consistent with Paragraph 119 of the NPPF, the redevelopment of the site contributes to the aspiration of making *“as much use as possible of previously-developed or ‘brownfield’ land.”* It also provides the opportunity for the effective re-use of a vacant site.
- 1.22. The detailed policy requirements for the masterplanning and future redevelopment of the Former Ironbridge Power Station within draft Policy S20 will facilitate the achievement of the overarching strategy for the site.
- 1.23. They have also enabled detailed design issues to be identified and ensure that they are taken into account in the masterplanning and eventual layout. This includes such issues as achieving sustainable and well-designed development (Paragraphs 8, 129-130 of the NPPF); protection of existing and provision of new open space and green infrastructure (Paragraphs 98-99 of the NPPF); responding to social infrastructure needs (Paragraphs 34 and 95-96 of the NPPF); maximising opportunities for sustainable transport – walking, cycling and public transport (Paragraphs 104-106 of the NPPF); appropriate improvements to the highway network (Paragraph 113 of the NPPF); provision of sustainable drainage (Paragraph 169 of the NPPF); conserving ecological assets (Paragraph 174 of the NPPF); consideration of noise, odour and contaminated land (Paragraphs 183-185); and protecting the setting of heritage assets (Paragraph 189 of the NPPF).

Question 2. What planning permissions exist for this site allocation?

Shropshire Council Response:

- 2.1. The former Ironbridge Power Station site ceased power production in 2015 and is in the process of being demolished under an approval (17/04439/DEM).
- 2.2. Demolition of the major structures on the site has now been completed, including the demolition of the four cooling towers on the 6th December 2019 and the demolition of the chimney stack (the tallest structure on the site) on the 3rd September 2021. The final clean-up process is now ongoing, including processing of materials, which will where possible be reused in the redevelopment process.
- 2.3. Planning Permission (18/03597/FUL) for the construction of 20 wildlife ponds was granted on the 2nd November 2018. This Planning Permission has been implemented.

- 2.4. Planning Permission (19/02723/FUL) for the erection of a bat house was granted on the 19th July 2019. This Planning Permission has been implemented.
- 2.5. Planning Permission (20/04930/FUL) for the erection of a peregrine falcon tower granted on the 18th February 2021. This Planning Permission has also been implemented.
- 2.6. Planning Permission (20/05301/FUL) granted for Phase 1 Earthworks (enabling works to commence upon grant of outline planning permission (19/05560/OUT) for the wider redevelopment proposals, granted on the 8th March 2021. This Planning Permission has been implemented and it is understood that these works would allow for the completion of the site remediation and levelling of the first parcel of land, north of the former cooling tower and railway line.
- 2.7. Planning Permission (21/02012/FUL) granted for the change of use of existing railway track to a demonstrator track for very light rail (temporary permission for 3 years), construction of platform and associated hardstanding area to accommodate temporary buildings for use as office; welfare facilities; and maintenance building on the 27th October 2021. This planning permission has been implemented , and highlights the opportunity to establish a 'light rail' passenger service between the Former Ironbridge Power Station Strategic Settlement and Telford, which would further enhance the sustainability credentials of the site, with particular benefits to the highway network and tourism/leisure opportunities.
- 2.8. Planning Permission (21/02607/FUL) granted for the erection of an electricity sub-station on the 27th October 2021. This planning permission has been implemented. It is understood that this sub-station would power the development envisaged in (19/05560/OUT), electric vehicle charging points across the site and would allow for the discharge of excess power generated on the site (i.e. for renewable sources) back into the national grid.
- 2.9. Planning Application (19/05509/MAW) for the *"Phased extraction and processing of sand and gravel including the erection of processing plant and ancillary infrastructure, temporary storage of minerals, utilisation of existing rail siding and creation of new access road on to Much Wenlock Road; restoration of the site"* is pending decision with a 'resolution to grant' reached on the 15th June 2021, subject to conditions/legal obligations specified within the Appendix to the Committee Report and the granting Planning Permission (19/05560/OUT).
- 2.10. Planning Application (19/05560/OUT) is pending decision with a 'resolution to grant' reached on the 20th September 2021, subject to conditions set out in Annex 2, Appendix 1 and the

amended legal agreement schedule set out in Committee Report and amendments to conditions 19 and 20 as detailed in the Schedule of Additional Letters.

- 2.11. The description of the development subject to this Outline Planning Application is *“Outline application (access for consideration comprising formation of two vehicular accesses off A4169 road) for the development of (up to) 1,000 dwellings; retirement village; employment land comprising classes B1(A), B1(C), B2 and B8; retail and other uses comprising classes A1, A2, A3, A4, A5, D1 and D2; allotments, sports pitches, a railway link, leisure uses, primary/nursery school, a park and ride facility, walking and cycling routes, and associated landscaping, drainage and infrastructure works.”* The Planning Committee Report for this Planning Application can be accessed via the Online Planning Register at: <https://pa.shropshire.gov.uk/online-applications/>. It can also be provided if required.
- 2.12. The necessary legal agreements for Planning Application 19/05509/MAW and Planning Application 19/05560/OUT are close to completion. It is likely that the Section 106 Agreements will be signed imminently, which would enable both planning permissions to be issued. It is understood that the first Reserved Matters Planning Application to deliver approximately 110 dwellings on Phase 1, and an application to discharge the pre-commencement conditions attached to the Outline Planning Application will be submitted immediately after the completion of this process and the issue of the Outline Planning Permission.

Question 3. Have landscape, flood-risk, noise, air quality, natural heritage and heritage assessments been carried out to inform the development of the site?

Shropshire Council Response:

- 3.1. Yes, landscape, flood-risk, noise, air quality, natural environment and heritage assessments have been carried out for the Former Ironbridge Power Station site.
- 3.2. Specifically, to inform the promotion of the site as a potential allocation within the draft Shropshire Local Plan and the potential redevelopment of the Former Ironbridge Power Station, the site owner (Harworth Group) commissioned a range of technical assessments.
- 3.3. Subsequently, Planning Application (19/05560/OUT) was accompanied by an Environmental Statement (updated). This document had chapters dedicated to the following issues:
- a. Socio-economic factors.

- b. Landscape (including a landscape and visual impact assessment).
 - c. Biodiversity.
 - d. Cultural heritage.
 - e. Archaeology.
 - f. Transport.
 - g. Air quality (including an air quality assessment).
 - h. Noise and vibration (including a noise and vibration assessment).
 - i. Hydrology.
 - j. Ground conditions.
- 3.4. The Environmental Statement (updated) was informed by a number of technical assessments, including:
- a. Phase 1 Habitat Report
 - b. Hedgerow Assessment Report
 - c. Bat Report
 - d. Breeding Bird Report
 - e. Wintering Bird Report
 - f. Barn Owl, Hobby and Red Kite Report
 - g. Great Crested Newt Report
 - h. Brown Hare Report
 - i. Built Heritage Assessment
 - j. Archaeological Desk Based Assessment
 - k. Transport Assessment
 - l. Travel Plans
 - m. Flood risk assessment
 - n. Preliminary Risk Assessment and Ground Investigation Report.
 - o. Landslide Report.
 - p. Geological Report and Mineral Resource Assessment.
- 3.5. This information has been considered as part of the Planning Application decision making process.

Question 4. Have the infrastructure requirements of the proposed strategic settlement been adequately identified and costed? Including the requirements for:

- a) road improvements*
- b) air quality mitigation measures*
- c) sustainable transport networks*
- d) the primary school*
- e) healthcare*
- f) green infrastructure*
- g) leisure and sports facilities*
- h) local centre facilities*
- i) contamination remediation.*

Shropshire Council Response:

- 4.1. Yes, the infrastructure requirements associated with the Former Ironbridge Power Station Strategic Settlement have been adequately identified and costed.
- 4.2. Many of the infrastructure requirements associated with the development represent fundamental components of the scheme and as such will be 'embedded' within the development – where considered necessary, appropriate and consistent with national requirements, delivery will be secured via an appropriate condition.
- 4.3. Consistent with the proposed requirements of draft Policy S20 and through the process associated with the determination of Planning Application 19/05560/OUT, a range of other infrastructure requirements have been identified, costed and appropriate mechanisms for their delivery agreed. Specifically, the following developer contributions are required in association with the redevelopment of the Former Ironbridge Power Station site (to be secured via an appropriate combination of CIL and S106 contributions):
 - a. On-site provision of primary/nursery school (£5,000,000);
 - b. Financial contribution of £4,400,000 towards expansion at William Brookes Secondary School (for 160 pupils);
 - c. On-site provision of affordable housing (10%*);
 - d. Financial contribution of £350,000 towards improvements at the A4169 Smithfield Road/Victoria Road/Bridgnorth junction (i.e. the Gaskell Arms at Much Wenlock);
 - e. Travel Plan Monitoring at a cost of £100,000;
 - f. Financial contribution of £791,250 towards Transport/Bus Strategy (in liaison with Arriva) and to include education transportation requirements;

- g. Financial contribution of £640,000 towards provision of Sports Pavilion and Sports pitch upgrades including implementation timetables;
- h. Financial contribution of £550,000 towards Severn Valley Way improvements to provide improvements/upgrades to facilitate a multi-use route;
- i. Financial contribution of £200,000 towards Severn Way improvements to provide connection to Buildwas (towards Buildwas only);
- j. Financial contribution of £913,000 towards healthcare requirements highlighted by the CCG (no on-site serviced plot);
- k. Financial contribution of £96,000 towards Public Realm improvements for Play / Recreation;
- l. Financial contribution of £350,000 towards Public Realm improvements for Heritage;
- m. Financial contribution of £128,226 towards tree management/safety inspections/planting relating to increased pressure/footfall within land under the management of SGCT;
- n. Financial contribution of £262,509 towards tree management / safety inspections / planting relating to increased pressure/footfall in the Gorge, in addition to climate change offsetting and biodiversity net gain;
- o. Financial contribution of £87,065 towards S106 Monitoring;
- p. On-site serviced plot for potential Park & Ride Facility;
- q. Implementation timetable for NEAP/LEAP;
- r. Additional £20k towards parking improvements at Buildwas to supplement the £65k improvements to the B4380 required under a Grampian Condition;
- s. Implementation of viability review mechanism, with reviews due within 4 months of the end of construction years 5, 10 and 15. **

**There is potential through various mechanisms to deliver affordable housing at well above the currently proposed 10% level and the applicant is committed to pursue this objective, consistent with the terms of the emerging S106 legal agreement.*

***a. The viability review shall make provision to claw back additional profit above the level specified in the applicant's viability review so that this is available for use by Shropshire Council and Telford & Wrekin Council under a Memorandum of Understanding (MOU). This will support additional infrastructure delivery in the local area which meets agreed spending priorities in the MOU*

but cannot presently be delivered by the scheme for viability reasons.

b. The first viability review shall include amongst other matters a comprehensive review of profit from mineral extraction and PFA sales.

c. The priority for use of any claw back funding shall be given in the first instance to securing a minimum 15% of affordable housing for the development if this cannot be delivered through other mechanisms.

d. Subsequent priorities for use of claw back funding shall be agreed between Shropshire Council and Telford & Wrekin Council under the terms of the MoU. For Shropshire, identified priorities at this stage would include funding for additional highway improvement works on the B4380 Atcham Road and at the Gaskell Arms junction.

Please Note: Buildwas Parish Council is expected to receive a CIL Neighbourhood Fund of £1m in total over the build-out period of the proposed development. This is a requirement of the CIL regulations and accordingly does not form part of the s106 Agreement.

- 4.4. The site owner (Harworth Group) has agreed the infrastructure requirements necessary to deliver the site. The S106 Legal Agreement for Planning Application 19/05560/OUT is close to completion and it is understood that the first Reserved Matters Planning Application to deliver approximately 110 dwellings on Phase 1, and an application to discharge the pre-commencement conditions attached to the Outline Planning Application will be submitted immediately after the completion of this process and the issue of the Outline Planning Permission.

Question 5. Appendix F of document GC4j (5-year housing land supply statement annexes) shows that it is expected that this site will begin delivering dwellings in 2024/25 at an initial rate of 70 dwellings per annum (dpa). Is this realistic?

Shropshire Council Response:

- 5.1. Yes, Shropshire Council considers that the proposed housing delivery trajectory for the Former Ironbridge Power Station Strategic Settlement documented within the Five Year Housing Land Supply Statement 2021 (**GC4j**) is realistic and deliverable.

5.2. In summary, this trajectory is as follows:

Table 5.1: Housing Delivery Trajectory

	Years 1-5					Years 6 - 10				
	2021 / 22	2022 / 23	2023 / 24	2024 / 25	2025 / 26	2026 / 27	2027 / 28	2028 / 29	2029 / 30	2030 / 31
Activity:				70	70	70	70	70	70	70

	Years 11 - 15					Years 16+		Total to 2038	Total beyond 2038
	2031 / 32	2032 / 33	2033 / 34	2034 / 35	2035 / 36	2036 / 37	2037 / 38		
Activity:	70	70	70	70	70	80	80	1,000	0

5.3. The assumptions within this trajectory have been informed by careful consideration of site-specific information (including the current status of works on the site, the timescales for determination of current Planning Application, the timescales for the submission and determination of future Planning Applications, and other enabling works that are required), past delivery rates, the local market absorption rates and professional judgement.

5.4. The assumptions within this trajectory have also been informed by proactive discussions with the site owner (Harworth Group), with both parties broadly in agreement on delivery timescales and delivery rates.

5.5. Indeed, on the Ironbridge Power Station Regeneration website at <https://ironbridgeregeneration.co.uk/faq/> the site owner (Harworth Group) states *"We expect development to take between ten and fifteen years. It will be delivered in phases like all big developments, meaning changes over time will be gradual and planned."*

5.6. It is important to note:

- a. The site owner (Harworth Group) has prepared an extensive array of technical assessments and undertaken masterplanning to inform proposals for the site.
- b. The site owner (Harworth Group) has already undertaken significant enabling works to date, including the demolition of all the major structures on the site.
- c. Planning Permission (20/05301/FUL) has been granted for Phase 1 Earthworks. It is understood that these works would allow for the completion of the site remediation and levelling of the first parcel of land, north of the former cooling tower and railway line upon grant of outline planning permission (19/05560/OUT).

- d. A resolution to grant Planning Application 19/05509/MAW for the 'mineral extraction' and Planning Application 19/05560/OUT for the principle of the 'redevelopment of the site' has been reached. The necessary legal agreements for are currently being prepared.
- e. A Reserved Matters Planning Application and applications to Discharge Conditions associated with the Outline Planning Applications will be submitted shortly after the completion of this process and the release of the Planning Application decision.
- f. The phasing proposed for the site specifically allows for and will facilitate the mineral extraction focused on the western elements of the site and construction on the eastern elements of the site to be undertaken simultaneously. Mineral extraction is expected to take around 5 years, with construction on the western elements of the sites occurring after this is completed.

Question 6. Should a map or plan identify specific allocation/areas within the site allocation for employment use and the local centre etc?

Shropshire Council Response:

- 6.1. Shropshire Council does not consider that it is necessary to identify specific areas of the site upon which the various proposed uses (such as employment and the local centre) will occur upon a map or plan.
- 6.2. It is considered that draft Policy S20 and particularly the proposed site guidelines (3a-3r) provide sufficient detail to allow all parties (including the decision maker, applicant and community) to understand the eventual mix of uses and interaction between these uses on the site. They are also considered sufficient to inform the eventual layout of the development and ensure that this layout maximises the potential benefits of the sites development, whilst also achieving appropriate protection of assets and mitigation of impacts.
- 6.3. This has been evidenced through the masterplanning process that has been undertaken for the site and which has informed Outline Planning Application 19/05560/OUT, which positively responds to the proposed site guidelines (3a-3r). As such, it is considered that the existing approach provides sufficient certainty about the future development of the site.

Question 7. Should the policy be more prescriptive about the types of employment uses?

Shropshire Council Response:

- 7.1 Shropshire Council considers that the approach to the types of employment uses on the employment land at the proposed Former Ironbridge Power Station Strategic Settlement is appropriate.
- 7.2 In summary, this approach consists of identifying site specific requirements within draft Policy S20 and the wider policy requirements (particularly those within draft Policies SP12 and SP13) of the draft Shropshire Local Plan.
- 7.3 Ultimately, to ensure the successful delivery of this site and maximise its employment potential, it is considered important to provide flexibility regarding the eventual mix of employment uses on the Former Ironbridge Power Station Strategic Settlement.
- 7.4 The eventual mix of employment uses will be informed by the appropriate opportunities identified within the market at the time that the sites development occurs, and the needs of the new community and beyond.

Question 8. What work has been undertaken in relation to the site's mineral extraction opportunities? Would mineral extraction delay the development of the site?

Shropshire Council Response:

- 8.1 Planning Application (19/05509/MAW) for the *"Phased extraction and processing of sand and gravel including the erection of processing plant and ancillary infrastructure, temporary storage of minerals, utilisation of existing rail siding and creation of new access road on to Much Wenlock Road; restoration of the site"* is pending decision with a 'resolution to grant' reached on the 15th June 2021, subject to conditions/legal obligations specified within the Appendix to the Committee Report and the granting Planning Permission (19/05560/OUT).
- 8.2 The necessary S106 Legal Agreement for this Planning Application is currently being prepared and is close to completion.
- 8.3 The phasing proposed for the site specifically allows for and will facilitate the mineral extraction focused on the western elements of the site and construction on the eastern elements of the site to be undertaken simultaneously. Mineral extraction is expected

to take around 5 years, with construction on the western elements of the sites occurring after this is completed.

- 8.4 As such, mineral extraction will not delay the development of the site, rather it will occur alongside and complementary to the development of the site.

Policy S21 Strategic Site: RAF Cosford

Question 1. Is the policy justified effective and consistent with national planning policy?

Shropshire Council Response:

- 1.1. Yes, Shropshire Council considers that the proposed RAF Cosford Strategic Site and associated draft Policy S21 of the draft Shropshire Local Plan are justified, effective and consistent with national policy.
- 1.2. Draft Policy S21 is considered to be 'justified' as it provides a clear and appropriate overarching strategy for the RAF Cosford Strategic Site.
- 1.3. It is considered that this overarching strategy, supported by the more detailed policy requirements within draft Policy S21 and other relevant draft policies within the draft Shropshire Local Plan will effectively facilitate and contribute to the enhancement, expansion and long-term sustainability of the existing Defence and charitable activities occurring on the site.
- 1.4. Importantly, in doing so, they will provide an appropriate and effective framework to facilitate the achievement of the unique future development aspirations identified for the site – as supporting these various activities will likely require the intensification of the use of existing facilities and new development to provide additional necessary facilities.
- 1.5. These unique development aspirations include enhancement of RAF Cosford's role as a centre of excellence for both UK and International Defence Training, opportunities to co-locate other Ministry of Defence (MOD) units and activates, plans for the expansion of the RAF Museum Cosford and plans to form a new headquarters for the Midland Air Ambulance Charity (MAAC). These development aspirations are considered locally, regionally and nationally significant opportunities, will ensure the long-term sustainability of the site occupiers, and as a result of the existing facilities and operations that are occurring on the RAF Cosford site, are considered unique to this location.
- 1.6. As such, the approach in draft Policy S21 will contribute to the long-term sustainability of the existing and proposed Defence and charitable activities on the site. In this way, it will support the long-term sustainability of the site itself and will also support the site to fulfil its role as a Strategic Site in Shropshire.
- 1.7. A proportionate and robust evidence base supports the approach to the RAF Cosford Strategic Site and draft Policy S21. In particular:

- 1.8. Identification of the proposed RAF Cosford Strategic Site was informed by a proportionate and robust site assessment process (this process for proposed Strategic Settlements and the proposed Strategic Site is summarised within Appendices T and U of the Sustainability Appraisal (SD006.21 and SD006.22)). This process was informed by analysis undertaken by Highways, Heritage, Ecology, Tree, and Public Protection Officers; and technical studies such as the Sustainability Appraisal process also summarised within SD006.21, Landscape and Visual Sensitivity Study (EV071), and Strategic Flood Risk Assessment (Level 1 and Level 2) (EV095.01-EV095.66 and EV096.01-EV096.39).
- 1.9. Identification of the proposed RAF Cosford Strategic Site and draft Policy S21 have been directly informed by and appraised within the Sustainability Appraisal (**SD006.01-SD006.22**) and Habitats Regulations Assessment (**SD008.01-SC008.03**), and Equality and Social Inclusion Impact Assessment (**SD010**), which have been undertaken using an iterative process reflecting that used for the preparation of the draft Shropshire Local Plan.
- 1.10. Furthermore, technical studies undertaken to inform the draft Shropshire Local Plan, such as the Green Infrastructure Strategy (**EV052.01-EV052.30**), Indoor Sports Facilities Strategy (**EV064.01-EV064.02**) Strategic Infrastructure and Investment Plan and Place Plans (**GC4t** and **EV067.01-EV067.18** respectively), Open Space Needs Assessment (**EV088.01-EV088.05**), Playing Pitch and Outdoor Sports Strategy (**EV089.01-EV089.03**) and Water Cycle Study (**EV117.01-EV117.03**) have informed proposals within draft Policy S21.
- 1.11. As the RAF Cosford Strategic Site is currently located within the Green Belt, the Green Belt Assessment (**EV049.01-EV049.02**) and Green Belt Review (**EV050.01-EV050.08**) were of particular pertinence, providing details of the contribution that relevant parcels containing the site make to the Green Belt purposes identified within Paragraph 138 of the National Planning Policy Framework (NPPF) and the harm to the Green Belt resulting from the release of relevant parcels containing the RAF Cosford Strategic Site.
- 1.12. As concluded within the assessments undertaken to inform the draft Shropshire Local Plan, the Green Belt proposed for release at the RAF Cosford Strategic Site:
 - a. Makes at most a moderate contribution to the nationally identified purposes for Green Belt. The assessment of the performance of parcels against purpose 5 is not possible in a meaningful way.

- b. Would result in at most moderate-high harm to the Green Belt, although much of the site would result in low harm or low-moderate harm.
- 1.13. Furthermore, the Exceptional Circumstances identified which are considered to support the release of the RAF Cosford Strategic Site from the Green Belt are documented within Paragraphs 9.74-9.92 of Chapter 9 of the Green Belt Revised Exceptional Circumstances Statement (**EV051**).
- 1.14. Both the RAF Cosford Strategic Site and the associated draft Policy S21 have been informed by Regulation 18 'Plan-Making' Consultations (particularly the Regulation 18: Strategic Sites and Regulation 18: Pre-Submission Draft Consultation) undertaken to inform the draft Shropshire Local Plan. Responses received to each of these consultations were carefully considered and informed subsequent proposals.
- 1.15. Proposals were also consulted upon as part of the Regulation 19 'Pre-Submission' Consultation. Following this consultation, representations were carefully considered before full Council approval was sought to submit the draft Shropshire Local Plan for examination.
- 1.16. The specific approach to the RAF Cosford Strategic Site and draft Policy S21 and the specific development aspirations for the site have been informed by proactive engagement with the occupiers of RAF Cosford.
- 1.17. Draft Policy S21 is considered to be 'effective' as it provides both a clear and appropriate overarching strategy for the RAF Cosford Strategic Site and detailed policy requirements for the masterplanning and future development of the RAF Cosford Strategic Site, which will contribute towards the achievement of the overarching strategy.
- 1.18. In particular, draft Policy S21 requires detailed masterplans for each element of the site, informed by proactive engagement, including with relevant landowners/occupiers of the wider Strategic Site. This masterplanning process will support the implementation of the draft policy and provides further confidence regarding its effectiveness and deliverability during the proposed plan period.
- 1.19. The delivery of this overarching strategy will also be supported by the policy requirements within a number of the other draft policies of the draft Shropshire Local Plan.
- 1.20. Additionally, Appendix 4 of the draft Shropshire Local Plan identifies further supporting delivery mechanisms and identifies a clear monitoring framework to review the implementation of the draft policy.

- 1.21. Draft Policy S21 are considered to be 'consistent with national policy'. In particular:
- 1.22. The site is currently located within the Green Belt, consistent with Paragraphs 140, 141 and 142 of the NPPF, a series of exceptional circumstances have been identified to support the proposed release of the RAF Cosford Strategic Site (which is primarily brownfield land within a location well-served by public transport) within Paragraphs 9.74-9.92 of Chapter 9 of the Green Belt Revised Exceptional Circumstances Statement (**EV051**). However, before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, Shropshire Council examined fully all other reasonable options to the release of the RAF Cosford site from the Green Belt, this process is also documented within Paragraphs 9.34-9.73 of Chapter 9 of the Green Belt Revised Exceptional Circumstances Statement (**EV051**).
- 1.23. The site guidelines and Paragraphs 9.99-9.102 of Chapter 9 of the Green Belt Revised Exceptional Circumstances Statement (**EV051**) also document proposed compensatory improvements to the environmental quality and accessibility of remaining Green Belt land.
- 1.24. Consistent with Paragraph 97(b) of the National Planning Policy Framework (NPPF), draft Policy S21 recognises and supports the development required for operational defence and security purposes. This includes facilitating UK and International Defence Training and opportunities to co-locate other MOD units and activities.
- 1.25. The detailed policy requirements for the masterplanning and future development of the RAF Cosford Strategic Site within draft Policy S21 will facilitate the achievement of the overarching strategy for the site.
- 1.26. They have also enabled detailed design issues to be identified and ensure that they are taken into account in the masterplanning and eventual layout. This includes such issues as achieving sustainable and well-designed development (Paragraphs 8, 129-130 of the NPPF); protection of existing and provision of new open space and green infrastructure (Paragraphs 98-99 of the NPPF); maximising opportunities for sustainable transport – walking, cycling and public transport (Paragraphs 104-106 of the NPPF); appropriate improvements to the highway network (Paragraph 113 of the NPPF); provision of sustainable drainage (Paragraph 169 of the NPPF); conserving ecological assets (Paragraph 174 of the NPPF); consideration of noise, odour and contaminated land (Paragraphs 183-185); and protecting the setting of heritage assets (Paragraph 189 of the NPPF).

Question 2. Are there exceptional circumstances to justify the removal of the site from the Green Belt?

Shropshire Council Response:

- 2.1. Paragraph 140 of the National Planning Policy Framework (NPPF) states: *“Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period. Where a need for changes to Green Belt boundaries has been established through strategic policies, detailed amendments to those boundaries may be made through non-strategic policies, including neighbourhood plans”.*
- 2.2. Further, Paragraphs 142 of the NPPF states: *“When drawing up or reviewing Green Belt boundaries, the need to promote sustainable patterns of development should be taken into account. Strategic policy-making authorities should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary. Where it has been concluded that it is necessary to release Green Belt land for development, plans should give first consideration to land which has been previously-developed and/or is well-served by public transport. They should also set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land”.*
- 2.3. Shropshire Council considers that a number of exceptional circumstances exist to justify the removal of the RAF Cosford site from the Green Belt. These exceptional circumstances are documented within Paragraphs 9.74-9.92 of Chapter 9 of the Green Belt Revised Exceptional Circumstances Statement (**EV051**). In summary, these exceptional circumstances include:
 - a. **The exceptional nature of the development:** A number of unique future development aspirations have been identified for the RAF Cosford Strategic Site, including enhancement of RAF Cosford’s role as a centre of excellence for both UK and International Defence Training, opportunities to co-locate other MOD units and activities, plans for the expansion of the RAF Museum Cosford and plans to form a new headquarters for the MAAC.

Shropshire Council understands that plans for a specialist aviation academy are not currently progressing, however the site remains a focus for the MOD in terms of providing a centre of excellence for both UK and International Defence Training.

To support both the continuing operation of RAF Cosford and these future development aspirations, there will be a need to intensify the use of existing facilities and undertake new development to provide additional necessary facilities.

These development aspirations are considered locally, regionally and nationally significant opportunities and as a result of the existing facilities and operations that are occurring on the RAF Cosford site, are considered unique to this location.

- b. **Sustainable site - now and in the future:** RAF Cosford is a well-established site with extensive built form that is wholly located within and surrounded by the Green Belt. Whilst primarily a Defence facility, it also houses the renowned RAF Museum Cosford and areas of the site are also used by the West Midlands Air Ambulance Charity and West Midlands Police.

It is considered that there are significant benefits resulting from the co-location of these various and complementary uses on the site. Removing the site from the Green Belt will facilitate the various development aspirations of the site owners / occupiers, by providing:

- i. Greater confidence in the ability of the site to accommodate the identified development aspirations.
- ii. Greater certainty regarding the ability to undertake the development associated with the future development aspirations for the site and any related enabling works.
- iii. Greater flexibility regarding the use of land.

In this way it will support the decision making process applied by the site owners / occupiers when considering whether to invest in the site and provide greater confidence that they will remain on the site in the longer term.

This will result in the continuation of the benefits achieved by the co-location of the various and complementary uses on the site, support the achievement of a sustainable pattern of development, and deliver undeniable benefits to the long-term sustainability of site owners / occupiers, crucially the site itself, and the surrounding area.

Furthermore, the site itself is considered to represent a sustainable location for development, benefitting from strong public transport links, with Cosford Railway Station located at

the site and several local bus stops located on the A41 in proximity.

- c. **Contribution to the aspirations of the Shropshire Local Plan and Economic Growth Strategy for Shropshire (2017-2021):** Removing the RAF Cosford Strategic Site from the Green Belt will enable the numerous and complementary development aspirations identified for the site to occur. In turn, achievement of these development aspirations will complement and facilitate delivery of the Economic Growth Strategy for Shropshire (2017-2021) and the objectives of the Shropshire Local Plan.

Specifically, the Economic Growth Strategy for Shropshire (2017-2021) seeks to prioritise investment in strategic locations and growth zones along strategic corridors. It also identifies a number of key growth sectors for the Shropshire economy, including 'advanced manufacturing including engineering, agri-food and agri-tech'.

RAF Cosford is located on the M54/A5 Strategic Corridor, as such the achievement of the development aspirations (which are locally, regionally and national significant) for the site will promote the importance of this corridor and perhaps others in Shropshire. Furthermore, although the identified development aspirations for the RAF Cosford Strategic Site are for Defence and charity purposes, they are directly related to the key growth sector 'advanced manufacturing including engineering, agri-food and agri-tech' and would provide education opportunities, access to a skilled workforce, opportunities for the co-location of supply chain and opportunities for complementary employment offer which would all contribute to the achievement of the economic growth strategy. These same factors would also contribute to the achievement of the draft Shropshire Local Plan.

- d. **Green Belt performance:** As concluded within the Green Belt Assessment (**EV049.01-EV049.02**) and Green Belt Review (**EV050.01-EV050.08**) undertaken to inform the draft Shropshire Local Plan, the Green Belt proposed for release at the RAF Cosford Strategic Site:
- i. Makes at most a moderate contribution to the nationally identified purposes for Green Belt. The assessment of the performance of parcels against purpose 5 is not possible in a meaningful way.
 - ii. Would result in at most moderate-high harm to the Green Belt, although much of the site would result in low harm or low-moderate harm.

Whilst this in and of itself is not considered a defining exceptional circumstance, it does complement the wider exceptional circumstances identified.

- 2.4. It is also important to note that prior to concluding that exceptional circumstances existed to justify the removal of the RAF Cosford site from the Green Belt, Shropshire Council considered all other reasonable options for meeting the needs associated with this site. This included consideration of brownfield and under-utilised land, optimising density, and alternative options (including not releasing the site and different approaches to releasing land from the Green Belt at the site). This process is again summarised within Paragraphs 9.34-9.73 of Chapter 9 of the Green Belt Revised Exceptional Circumstances Statement (**EV051**).

Question 3. Why is the site being taken out of the Green Belt now? Has there been attempts to remove it from the Green Belt as part of earlier development plans?

Shropshire Council Response:

Why is the site being taken out of the Green Belt now?

- 3.1. Paragraph 140 of the National Planning Policy Framework includes *“Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans...”*. As such it is clear that the most appropriate mechanism for removing land from the Green Belt is the preparation or updating of a Local Plan.
- 3.2. As documented within the Green Belt Topic Paper (**GC4g**), the Planning Inspector who undertook the examination of the SAMDev Plan (which forms part of the currently adopted Local Plan) required a main modification to the SAMDev Plan, committing Shropshire Council to undertake a detailed review of Green Belt boundaries as part of a subsequent Local Plan Review. Paragraph 3.48 of the adopted SAMDev Plan reflects this commitment, stating *“A detailed review of the Green Belt boundary will be undertaken in the Local Plan review, as part of looking at sustainable growth options. The review of the Green Belt will use a methodology that is consistent with neighbouring authorities.”*
- 3.3. As such, to inform the preparation of the draft Shropshire Local Plan, Shropshire Council commissioned a Green Belt Assessment (**EV049.01-EV049.02**) and Green Belt Review (**EV050.01-**

EV050.08), which apply a methodology generally consistent with neighbouring authorities.

- 3.4. As part of the Local Plan Review process, a number of unique development aspirations were identified for the RAF Cosford Strategic Site, including enhancement of RAF Cosford's role as a centre of excellence for both UK and International Defence Training, opportunities to co-locate other MOD units and activities, plans for the expansion of the RAF Museum Cosford and plans to form a new headquarters for the Midland Air Ambulance Charity (MAAC).
- 3.5. Shropshire Council carefully reflected on these various development aspirations and concluded that they:
 - a. Were locally, regionally and nationally significant.
 - b. Presented an opportunity to meet the needs and ensure the long term sustainability of the occupiers of the RAF Cosford site, and in turn ensure the long term sustainability of the site itself.
 - c. Could contribute to the emerging vision, objectives and spatial strategy in the draft Shropshire Local Plan.
 - d. Could facilitate the achievement of the Economic Growth Strategy for Shropshire (2017-2021).
- 3.6. It was also apparent that much of the land at RAF Cosford was already developed (brownfield). Furthermore, reflecting on the conclusions within the Green Belt Assessment (**EV049.01-EV049.02**) and Green Belt Review (**EV050.01-EV050.08**), it was recognised that the land made at most a moderate contribution to the nationally identified purposes for Green Belt (performance of parcels against purpose 5 is not possible in a meaningful way) and would result in at most moderate-high harm to the Green Belt, although much of the site would result in low harm or low-moderate harm.
- 3.7. It was ultimately concluded that the most effective means of facilitating these various development aspirations was to identify RAF Cosford as a proposed 'Strategic Site' and propose to remove specific areas of land from the Green Belt. This approach would provide:
 - a. Greater confidence in the ability of the site to accommodate the identified development aspirations.
 - b. Greater certainty regarding the ability to undertake the various development associated with the various aspirations identified for the site and any related enabling works.
 - c. Greater flexibility regarding the use of land.
 - d. Support for decision makers when considering investment in the site.

- 3.8. As such, Shropshire Council considered whether exceptional circumstances existed to justify the removal of the land from the Green Belt. However, it is important to note that prior to concluding that exceptional circumstances existed, Shropshire Council considered all other reasonable options for meeting the needs associated with this site. This included consideration of brownfield and under-utilised land, optimising density, and alternative options (including not releasing the site and different approaches to releasing land from the Green Belt at the site). This process is again summarised within Paragraphs 9.34-9.73 of Chapter 9 of the Green Belt Revised Exceptional Circumstances Statement (**EV051**).

Has there been attempts to remove it from the Green Belt as part of earlier development plans?

- 3.9. Shropshire Council can confirm that the adopted Local Plan was not informed by an assessment of the Green Belt and as such did not include proposals to remove land from the Green Belt. Rather the site is identified as a major developed site in the Green Belt.

Question 4. What other sites were considered for the Midland Air Ambulance Charity headquarters? Were any of them outside of the Green Belt?

Shropshire Council Response:

- 4.1. On the 19th January 2021, Planning Permission (20/04521/FUL) was granted for the construction of the new Midland Air Ambulance Charity (MAAC) headquarters on the land proposed to be specifically identified for this purpose and released from the Green Belt (Land West Of Neachley Lane, Cosford) as part of the wider RAF Cosford Strategic Site.
- 4.2. Specifically, the Planning Permission allows for: *the erection of a new air ambulance headquarters and airbase, including a helicopter hangar, offices, staff and visitor accommodation, training spaces, offices and ancillary floorspace, a new final approach and take off area (FATO), a new access road from Neachley Lane and car parking, gardens and outdoor activity spaces, comprehensive landscaping scheme and associated development.*
- 4.3. A copy of the decision notice for this Planning Application forms Appendix 1 of this response.

- 4.4. In determining this Planning Application, Shropshire Council determined that very special circumstances had been demonstrated which supported the decision to grant Planning Permission for this development within the Green Belt. The decision regarding the existence of very special circumstances was informed by many of the same considerations that informed the proposed allocation of this land specifically for a new MAAC headquarters, as part of the wider RAF Cosford Strategic Site.
- 4.5. Construction of the MAAC headquarters subsequently commenced on the 3rd March 2021, and the MAAC anticipate that the project will be completed in spring 2023.
- 4.6. With regard to the consideration of alternative sites for the MAAC headquarters, the process undertaken by the MAAC is documented within Paragraph 9.56-9.73 of Chapter 9 of the Green Belt Revised Exceptional Circumstances Statement (**EV051**).
- 4.7. Paragraph 9.56 explains: *"The MAAC have undertaken a comprehensive search to identify the most appropriate location for their new headquarters. Shropshire Council have considered the assessment exercise undertaken and concluded that there are no non-Green Belt alternatives or indeed any more suitable Green Belt alternatives for the location of the MAAC than the element of the RAF Cosford Strategic Site specifically identified for this purpose."*
- 4.8. Paragraph 9.65 explains *"The 'area of search' identified through this process is located within the Green Belt, as is much of the land in immediate proximity of the 'area of search'."*

Appendices



APPENDIX 1

DECISION NOTICE



Midlands Air Ambulance Charity
c/o Turley
Fao: Mr O Francis
18 Windsor Place
Cardiff
CF10 3BY

Date: 19th January 2021

Our Ref: 20/04521/FUL
Your Ref:

Dear Midlands Air Ambulance Charity c/o Turley

DETERMINATION OF APPLICATION FOR FULL PLANNING PERMISSION

Town and Country Planning Act 1990
Town and Country Planning (Development Management Procedure) (England) Order 2015

Location:	Proposed Commercial Development Land To The West Of, Neachley Lane, Cosford, Shropshire
Proposed Development:	Erection of a new air ambulance headquarters and airbase, including a helicopter hangar, offices, staff and visitor accommodation, training spaces, offices and ancillary floorspace, a new final approach and take off area (FATO), a new access road from Neachley Lane and car parking, gardens and outdoor activity spaces, comprehensive landscaping scheme and associated development.
Application No.	20/04521/FUL
Date Received:	3rd November 2020
Applicant:	Midlands Air Ambulance Charity

Shropshire Council hereby **GRANT FULL PLANNING PERMISSION** subject to the conditions listed below.

STANDARD CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act, 1990 (As amended).

2. The development shall be carried out strictly in accordance with the approved plans and drawings

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and details.

3. Site preparation and enabling works shall take place in accordance with Construction Traffic Management Plan (Ref. CTP-20-368) (comprising Project Brief 1102.66-HMI-EW-XX-RP-A-0002_CDM, Site Access Arrangement CTP-20-363 SK01 Rev C, and Swept Path Analysis CTP-20-368 SP03 Rev C).

Reason: In the interests of highway safety and to safeguard the residential amenities of the area.

4. No construction works (excluding site clearance and enabling works) should commence until a Construction Management Plan is submitted to and approved by the Local Planning Authority. The Construction Management Plan shall provide for:

- o The parking of vehicles of site operatives and visitors;
- o Loading and unloading of plant and materials;
- o Storage of plant and materials used in constructing the development;
- o The erection and maintenance of security hoarding;
- o Wheel washing facilities;
- o Measures to control the emission of dust and dirt during construction.

Reason: In the interests of highway safety and to safeguard the residential amenities of the area

5. Prior to any event taking place where the number of visitors are likely to exceed 150 persons at the land subject to this permission, an event management plan shall be submitted to and approved by the local planning authority; the event management plan shall be fully implemented in accordance with the agreed details, during the period of the event.

The event management plan shall include;

- Management of car parking
- Control of pedestrian, cycle and vehicular access /exit to and from the event.
- Use of emergency access in and out of the site
- Provision and management of any park and ride and park and walk facilities
- Provision of temporary signage
- Marshalling
- Commitment to funding any temporary traffic regulation order requirements.

Reason: In the interests of highway safety.

6. The development shall be carried out in accordance with the requirements of the submitted Construction and Environmental Management Plan by Wharton Natural Infrastructure Consultants, ref 210113 1063 CEMP V1, dated 13th January 2021.

Reason: To protect features of recognised nature conservation importance, in accordance with MD12, CS17 and section 175 of the NPPF.

7. Development shall occur in accordance with the Preliminary Ecological Appraisal prepared by Wharton Natural Infrastructure Consultants dated 7th September 2020, and the Ecological Impact Assessment (non-EIA) prepared by Wharton Natural Infrastructure Consultants dated 30th October 2020. Works shall be overseen and undertaken where appropriate by a licensed, suitably qualified and experienced ecologist.

Reason: To ensure the protection of biodiversity in line with NPPF.

8. A woodland and habitat biodiversity management plan shall be submitted to and approved by the Local Planning Authority within the first year following the commencement of use of the site. The woodland and habitat biodiversity management plan shall be prepared by an experienced ecologist and an experienced arboriculturalist and cover a period not less than twenty years. The plan shall include:

- a) Description and evaluation of the features to be managed;
- b) Aims and objectives of management;
- c) Appropriate management options for achieving aims and objectives;
- d) Prescriptions for management actions;
- e) Preparation of a works schedule (including a 5 year project register, an annual work plan and the means by which the plan will be rolled forward annually);
- f) Personnel responsible for implementation of the plan; Monitoring and remedial/contingencies measures triggered by monitoring.

The plan shall be carried out as approved, unless otherwise approved in writing by the Local Planning Authority.

Reason: To protect and enhance features of recognised nature conservation importance.

9. In this condition retained tree means an existing tree, large shrub or hedge which is to be retained in accordance with the approved plans and particulars; or any tree, shrub or hedge planted as a replacement for any retained tree.

a) During implementation of the development no retained tree shall be wilfully damaged or destroyed, uprooted, felled, lopped, topped or cut back in any way other than in accordance with the approved plans and particulars. Any approved tree surgery works shall be carried out in accordance with British Standard BS 3998: 2010 - Tree Work, or its current equivalent.

b) All tree works and protection measures detailed in the approved Arboricultural Method Statement (201105 1063 AMS v1a) and its Tree Protection Plan (Appendix 4, drawings A007 and A008) must be fully implemented before any equipment, machinery or materials are brought onto the site for the purposes of the development.

c) The development shall be implemented in accordance with the approved Arboricultural Method Statement (201105 1063 AMS v1a) and its Tree Protection Plan (Appendix 4, drawings A007 and A008). Approved tree protection measures must be maintained throughout the development until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered nor any excavation be made, without the prior written consent of the Local Planning Authority.

d) All services will be routed outside the Root Protection Areas indicated on the approved TPP or, where this is not possible, a detailed method statement and task specific TPP will be submitted and approved in writing by the Local Planning Authority prior to any work commencing, and the work carried out in accordance with the approved details.

e) No works associated with the development permitted will commence and no equipment, machinery or materials will be brought onto the site for the purposes of said development until a responsible person has been appointed for day to day supervision of the site and to ensure that the tree protection measures are fully complied with. The Local Planning Authority will be informed of the identity of said person.

Reason: To safeguard the amenities of the local area and to protect the natural features that contribute towards this and that are important to the appearance of the development.

10. Phase 1 of the landscaping scheme shall be implemented as specified in the approved Landscape Strategy, 281020 1063 LS V1 and approved Phase 1 Landscape Sheets 1 and 2, 271020 1063 LAND V1 L003 and L004 and completed no later than the end of the first planting season (November to February inclusive) following completion of the development. If within a period of five years from the date of planting, any tree or shrub in Phase 1, or any tree or shrub planted in replacement for it, dies or becomes seriously damaged or diseased, or is otherwise lost or destroyed, another tree or shrub of a similar specification to the original shall be planted at the same place during the first available planting season.

Reason: to ensure satisfactory tree and shrub planting as appropriate to enhance the appearance of the development and its integration into the surrounding area.

11. Detailed proposals and plans for Phase 2 of the landscaping scheme, in accordance with the approved Landscape Masterplan Sheets 1 and 2, 271020 1063 LAND V1 L001 and L002, shall be submitted to and approved in writing by the Local Planning Authority prior to completion of Phase 1 of the approved landscaping scheme.

Reason: To ensure satisfactory tree and shrub planting as appropriate to enhance the appearance of the development and its integration into the surrounding area.

12. Phase 2 of the landscaping scheme shall be implemented in accordance with the approved plans and completed no later than the end of 6 years following completion of the development. If within a period of five years from the date of planting, any tree or shrub within Phase 2, or any tree or shrub planted in replacement for it, dies or becomes seriously damaged or diseased, or is otherwise lost or destroyed, another tree or shrub of a similar specification to the original shall be planted at the same place during the first available planting season.

Reason: to ensure satisfactory tree and shrub planting as appropriate to enhance the appearance of the development and its integration into the surrounding area.

13. Construction of the development beyond slab level shall not commence until details of the external facing materials and hard surfacing have been submitted to and approved in writing by the Local Planning Authority (with the exception of the Ibstock A4512A Chailey Cooksbridge Yellow Clamp Stock which is approved). The work shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenities of the area.

14. The submitted Travel Plan (ref CTP-20-368, issue 02, dated October 2020) shall be implemented in full on completion of the development.

Reason: To encourage sustainable modes of travel in accordance with paragraph 111 of the National Planning Policy Framework

15. No construction and associated deliveries or removal of materials from the site shall take place outside the hours of 07.30 to 18.00 Mondays to Fridays; 08.00 to 13.00 Saturdays; nor at any time on Sundays, Bank or Public Holidays.

Reason: To protect the amenities of occupiers of nearby properties from potential nuisance.

16. Details of external lighting design for the Final Approach and Take Off and aviation lighting shall be submitted and approved in writing by the local planning authority prior to installation. Development shall be carried out in accordance with the approved details.

Reason: To safeguard the amenity of the area.

17. The development shall take place in accordance with the recommendations set out in the Ground Investigation Report (ref. C10074-GIR-01) by Exploration and Testing Associates, dated December 2020.

- a) In the event that contamination is found at any time that had not previously been identified when carrying out the approved development, it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11', and where remediation is necessary a remediation scheme must be prepared which ensures the

site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

- b) Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

18. The building shall not be occupied until a means of access for vehicles, pedestrians and cyclists shall have been constructed in accordance with the approved plans. The access shall be retained thereafter.

Reason: In the interests of highway safety.

CONDITIONS THAT REQUIRE APPROVAL DURING THE CONSTRUCTION/PRIOR TO THE OCCUPATION OF THE DEVELOPMENT

19. A scheme of the surface and foul water drainage shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented in accordance with the details approved in writing by the Local Planning Authority before the development is occupied/brought into use (whichever is the sooner).

Reason: To ensure that the proposed drainage systems for the site are of a robust design to prevent pollution of the water environment.

INFORMATIVES

In arriving at this decision Shropshire Council has used its best endeavours to work with the applicant in a positive and proactive manner to secure an appropriate outcome as required in the National Planning Policy Framework, paragraph 38.

Badgers, their setts and the access to the setts are expressly protected under the Protection of Badgers Act 1992. It is a criminal offence to kill, injure, take, possess or control a badger; to damage, destroy or obstruct access to a sett; and to disturb a badger whilst it is occupying a sett.

No development works or ground disturbance should occur within 30m of a badger sett without having sought advice from an appropriately qualified and experienced ecologist and, where necessary, without a Badger Disturbance Licence from Natural England. All known badger setts must be subject to an inspection by an ecologist immediately prior to the commencement of works on the site.

There is an unlimited fine and/or up to six months imprisonment for such offences. Items used to commit the offence can also be seized and destroyed.

The active nests of all wild birds are protected under the Wildlife and Countryside Act 1981 (as amended). An active nest is one being built, contains eggs or chicks, or on which fledged chicks are still dependent.

It is a criminal offence to kill, injure or take any wild bird; to take, damage or destroy an active nest; and to take or destroy an egg. There is an unlimited fine and/or up to six months imprisonment for such offences.

All vegetation clearance, tree removal and scrub removal and/or conversion, renovation and demolition work in buildings or other suitable nesting habitat should be carried out outside of the bird nesting season which runs from March to August.

If it is necessary for work to commence in the nesting season then a pre-commencement inspection of the vegetation and buildings for active bird nests should be carried out. If vegetation or buildings cannot be clearly seen to be clear of nests then an appropriately qualified and experienced ecologist should be called in to carry out the check. Only if there are no active nests present should work be allowed to commence / No clearance works can take place with 5m of an active nest.

Netting of trees or hedges to prevent birds from nesting should be avoided by appropriate planning of work. See guidance at <https://cieem.net/cieem-and-rspb-advise-against-netting-on-hedges-and-trees/>

If during construction birds gain access to any of the buildings and begin nesting, work must cease until the young birds have fledged.

Giant hogweed is listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended). It is a criminal offence to allow this species to be released into, or cause it to grow, in the wild and landowners should not allow it to spread onto neighbouring land, although they may not be obliged to remove or treat it on their own land.

Treatment of Giant hogweed should be carried out by an experienced contractor and development cannot commence until the plant has been completely removed from the site.

Use of herbicides alongside water courses should only be undertaken by experienced, licensed contractors following advice from the Environment Agency.

Giant hogweed is classed as a controlled waste and should be disposed of by an experienced contractor to an approved waste site in accordance with the Environmental Protection Act (Duty of Care) Regulations 1991).

Widespread reptiles (adder, slow worm, common lizard and grass snake) are protected under the Wildlife and Countryside Act 1981 (as amended) from killing, injury and trade. Widespread amphibians (common toad, common frog, smooth newt and palmate newt) are protected from trade. Reasonable precautions should be taken during works to ensure that these species are not harmed.

Areas of long and overgrown vegetation should be removed in stages. Vegetation should first be strimmed to a height of approximately 15cm and then left for 24 hours to allow any animals to move away from the area. Arisings should then be removed from the site or placed in habitat piles in suitable locations around the site. The vegetation can then be

strimmed down to a height of 5cm and then cut down further or removed as required. Vegetation removal should be done in one direction, towards remaining vegetated areas (hedgerows etc.) to avoid trapping wildlife.

Advice should be sought from an appropriately qualified and experienced ecologist if reptiles or amphibians are found during site clearance.

The sizing of the proposed surface water soakaways should be designed in accordance with BRE Digest 365 to cater for a 1 in 100 year return storm event plus an allowance of 25% for climate change. Full details, calculations, dimensions and location of the percolation tests and the proposed soakaways should be submitted for approval.

Surface water should pass through a silt trap or catchpit prior to entering the soakaways to reduce sediment build up within the soakaways.

In determining this application the local planning authority gave consideration to the following policies:

Central Government Guidance:
National Planning Policy Framework
National Planning Practice Guidance

Shropshire Core Strategy and SAMDev Plan policies:
CS5 Countryside and Green Belt
CS6 Sustainable Design and Development Principles
CS17 Environmental Networks
CS18 Sustainable Water Management
MD2 Sustainable Design
MD6 Green Belt and Safeguarded Land
MD12 Natural Environment
MD13 Historic Environment
S1 Akbrihton Area

If your proposed project requires **Building Regulations Approval** or you are unsure whether it does please contact us on **01743 258710**, email buildingcontrol@shropshire.gov.uk or visit our website www.buildshropshire.co.uk for pre-application advice and a competitive fee.

As part of the planning process, consideration should be given to the information contained within Shropshire Fire and Rescue Service's "Fire Safety Guidance for Commercial and Domestic Planning Applications" which can be found using the following link: <http://www.shropshirefire.gov.uk/planning-applications>

Approved Drawings

Plan Type	Plan No.	Date Received
Site Location Plan	1102.66-HMI-AB-ST-DR-A-0100	03.11.2020
Block Plan	1102.66-HMI-AB-ST-DR-A-0100, Rev. P5	03.11.2020

Block Plan	1102.66-HMI-AB-ST-DR-A-0201, Rev. P7	03.11.2020
Block Plan	1102.66-HMI-AB-ST-DR-A-0202, Rev. P7	03.11.2020
Block Plan	1102.66-CPW-AB-ZZ-DR-E-EXT1, Rev. P05	03.11.2020
Block Plan	1102.66-CPW-AB-ZZ-DR-E-EXT2, Rev. P05	03.11.2020
Proposed Floorplans	1102.66-HMI-AB-00-DR-A-0300, Rev. P15	03.11.2020
Proposed Floorplans	1102.66-HMI-AB-01-DR-A-0310, Rev. P15	03.11.2020
Proposed Floorplans	1102.66-HMI-AB-RF-DR-A-0320, Rev. P11	03.11.2020
Block Plan	1102.66-HMI-AB-ST-DR-A-0200, Rev. P7	03.11.2020
Proposed Elevations	1102.66-HMI-AB-ZZ-DR-A-0500, Rev. P10	03.11.2020
Proposed Elevations	1102.66-HMI-AB-ZZ-DR-A-0501, Rev. P6	03.11.2020
Proposed Elevations	1102.66-HMI-AB-ZZ-DR-A-0502, Rev. P6	03.11.2020
Proposed Elevations	1102.66-HMI-AB-ZZ-DR-A-0503, Rev. P6	03.11.2020
Landscaping Scheme	271020 1063 LAND V1 - L001	03.11.2020
Landscaping Scheme	271020 1063 LAND V1 L002	03.11.2020
Landscaping Scheme	271020 1063 LAND V1 L003	03.11.2020
Landscaping Scheme	271020 1063 LAND V1 L004	03.11.2020

20/04521/FUL

Ian Kilby, Planning Services Manager
Date of Decision: 19th January 2021

NOTES

Conditions

You will see that your decision notice includes a number of conditions:

- You must comply with all of the conditions. If you are unclear about any of them, please contact the Planning Officer who dealt with the application.
- Some of the conditions may require you to submit further information to the Council for approval. Most conditions will need to be complied with before you start work on site.
- If you think any of the conditions are unreasonable you may appeal to the First Secretary of State, through the [Planning Inspectorate](#).
- Please also ensure that you comply with the requirements of any Legal Agreement that may accompany the planning permission.

Informatives

Your decision notice includes a number of informatives. This gives you some extra guidance and advice which will help the development process. Please note your Decision Notice gives permission only under the Town and Country Planning Acts. You may need other approvals, for example under the Building Regulations, or Party Wall Act, or permission from your neighbour to go onto his/her land.

Amendments

If you need to alter your approved drawings please send full details to us regardless of how small the alteration is. Your case officer will determine whether this can be agreed through a simplified exchange of correspondence or whether a revised application needs to be submitted. Further guidance can be found at www.shropshire.gov.uk/planning . You should not commence work until the amendment has been approved in writing by the Council.

Appeals to the Secretary of State

If the applicant is aggrieved by the decision of the Local Planning Authority to refuse permission for the proposed development or to grant it subject to conditions, then the applicant can appeal to the Secretary of State for the Environment under Section 78 of the Town and Country Planning Act 1990.

An appeal must be made within six months of the date of this notice, or 12-weeks if the scheme is for that of "household" development, or minor commercial application, or within 8 weeks in the case of advertisement appeals. Appeals can be made online at: <https://www.gov.uk/planning-inspectorate>. If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

Where an enforcement notice has been served on the same, or substantially the same, development as in the application within 2 years of the date the application was made, the period for receiving an appeal is 28 days of the date on the decision notice or the date by which the LPA should have decided the application. Where an enforcement notice was served after the decision notice was issued or after the end of the period the LPA has to determine the application, the period for receiving an appeal is within 28 days of the date the enforcement notice was served (unless this extends the normal 12 week deadline).

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions it imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based their decision on a direction given by him.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority (appeals@shropshire.gov.uk) and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

Purchase Notices

If either the Local Planning Authority or the Secretary of State for the Environment refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the District Council requiring the Council to purchase the interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.