

LAND TO NORTH OF OSWESTRY

Design and Access Statement

22/04/2014



Consultant Team



DTPC

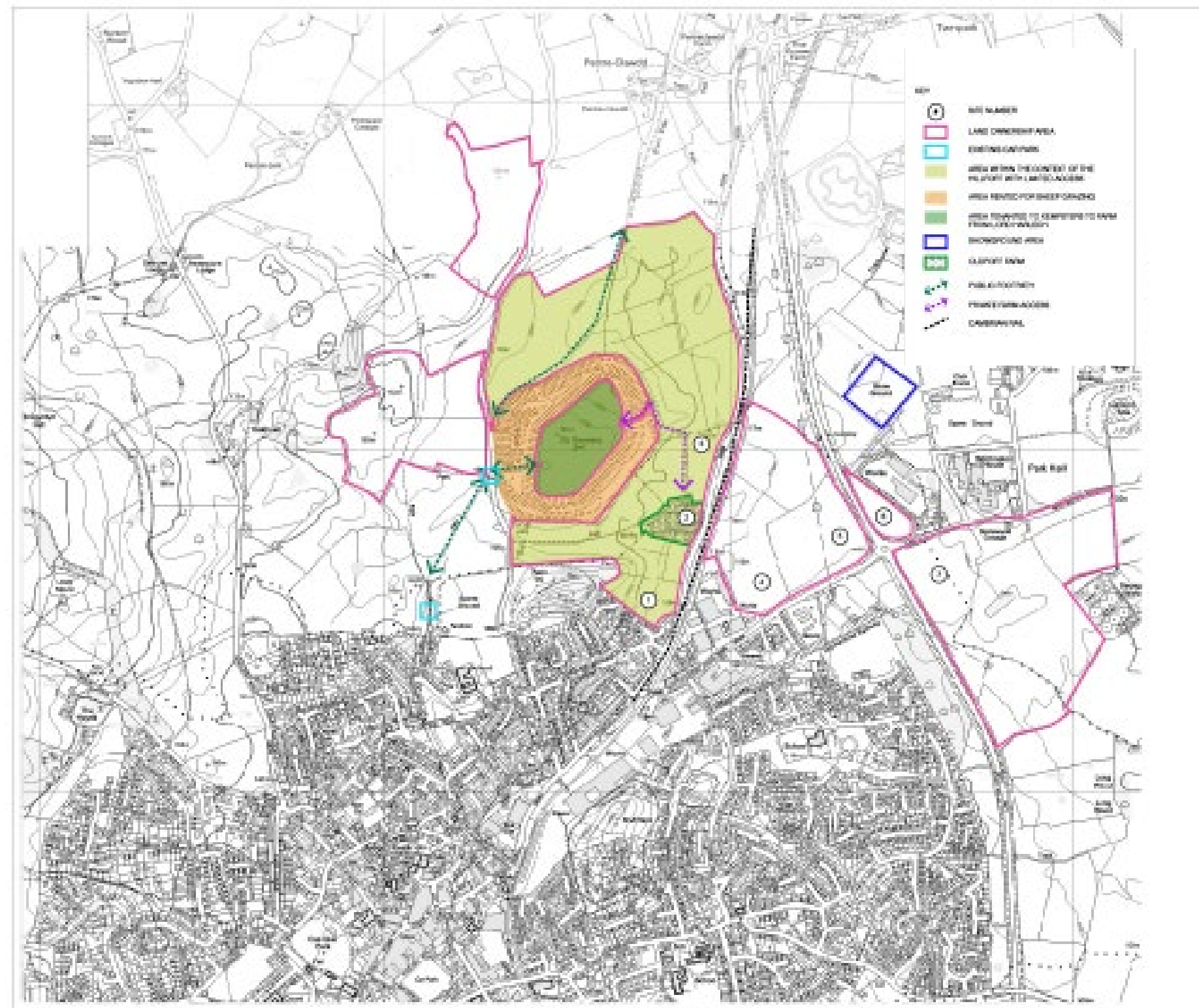
Peter De Figueiredo



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Figure 1



1.1 This document provides a design and access statement to support the development of approximately 21Ha of land, to the north of Oswestry Town Centre, predominantly within the B5069 and the A6 (T), and Oldport. This document has been prepared by Planit-ie, in conjunction with J10 planning for David and Roy Kempster, who are the landowners of the site

1.2 The sites are adjacent to an historic Iron Age Hill Fort, which is a Scheduled Ancient Monument. Given the sensitivity of the location, the document provides a strategic (area wide) urban design/landscape/green space and visual impact analysis; demonstrating how an area wide green space/development strategy can be implemented sensitively over the long term. The strategy co-ordinates future growth to the north of Oswestry, with minimal impact on the surrounding Hill Fort and with positive benefits for the surrounding communities.

1.3 The document includes a masterplan strategy which provides a clear planning justification for the sensitive development of sites, by utilising and enhancing the positive qualities of the area.

1.4 The masterplan includes

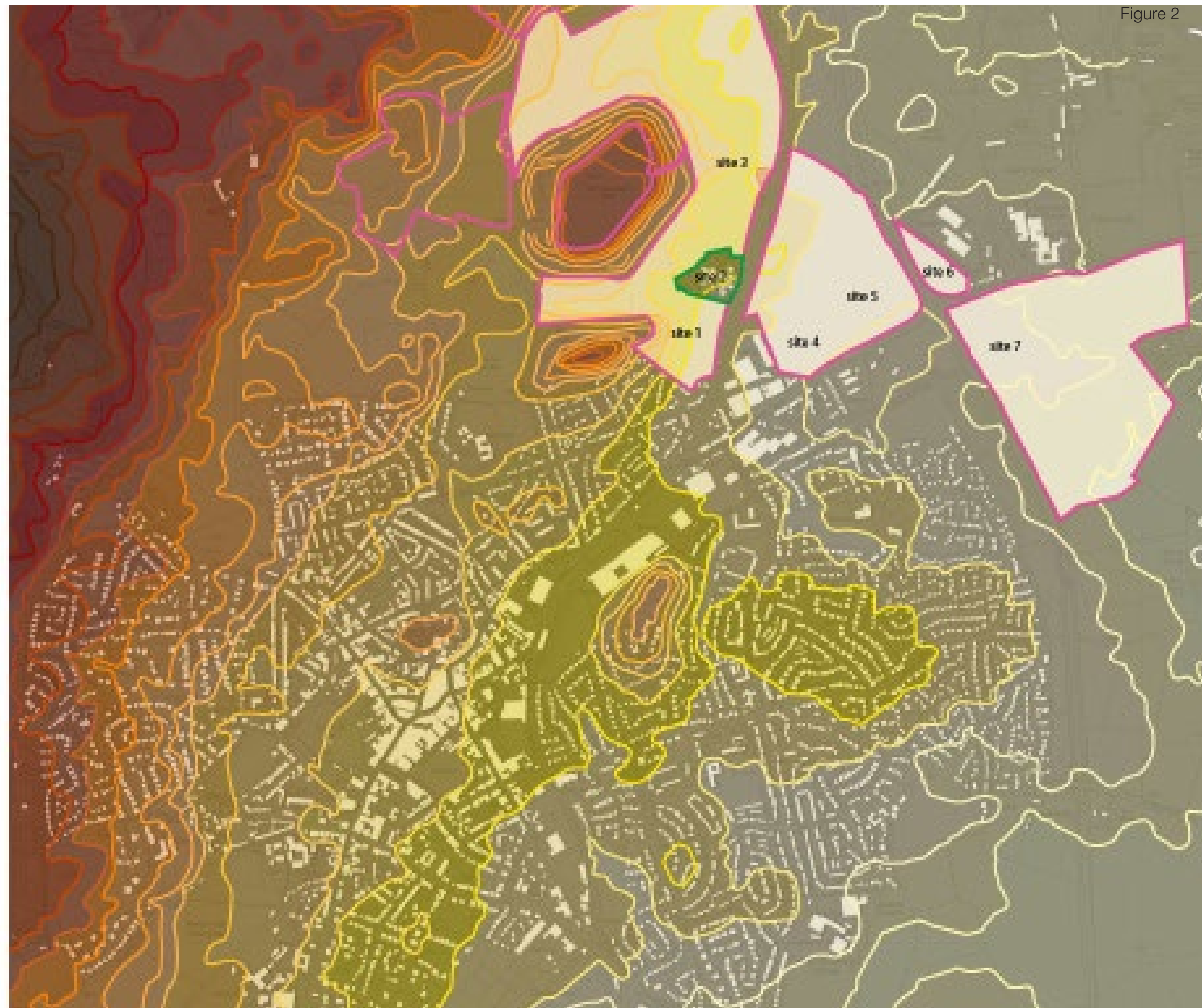
an urban design/landscape analysis of the study area and its context, including a desktop study and photographic analysis of; character areas: surrounding built form; building heights; historical development; building quality; land uses; ecological walkover; landscape character and quality; site visibility; pedestrian movement; access and highways; landmarks; and public realm.

1.5 The Urban Design and Landscape Analysis establishes important contextual considerations and features that any development of the site would need to take account of.

1.6 The study provides an exiting vision for future development of north Oswestry, based around new high quality ecologically enhanced open space which forms the northern edge of the town. The proposals link back into the residential communities and community hub to the south, and south west, as well as to the town centre, via the dismantled railway.

1.8 The provision of a new open spaces plugs a gap in the green space network, provides a focus for the surrounding communities, and connects these communities to their greatest assets, **the countryside and the Hill Fort.**

2.0 Site Context - Topography



2.1 Figure 2 indicates that ground levels rise substantially to the north west, around the historic Hill Fort, and further to the west, levels rise again, towards the B4579.

2.2 There is a small ridge of high land to the south, where the woodland is located, to the west of site 1.

2.3 To the east, the topography flattens out, providing long open views from the higher ground to the west - looking east.

- 2.4 There is an area of higher ground further to the south, along the edge of the urban settlement.

2.0 Site Context - Access & movement



- KEY
- Land Ownership Areas
 - Oldport Farm
 - A-Road
 - Primary Routes
 - Secondary Routes
 - Town Centre/Traffic Circulation Routes
 - Local Road Network
 - Proposed Road
 - Pedestrian Priority Area
 - Green Corridors / Urban Green Network

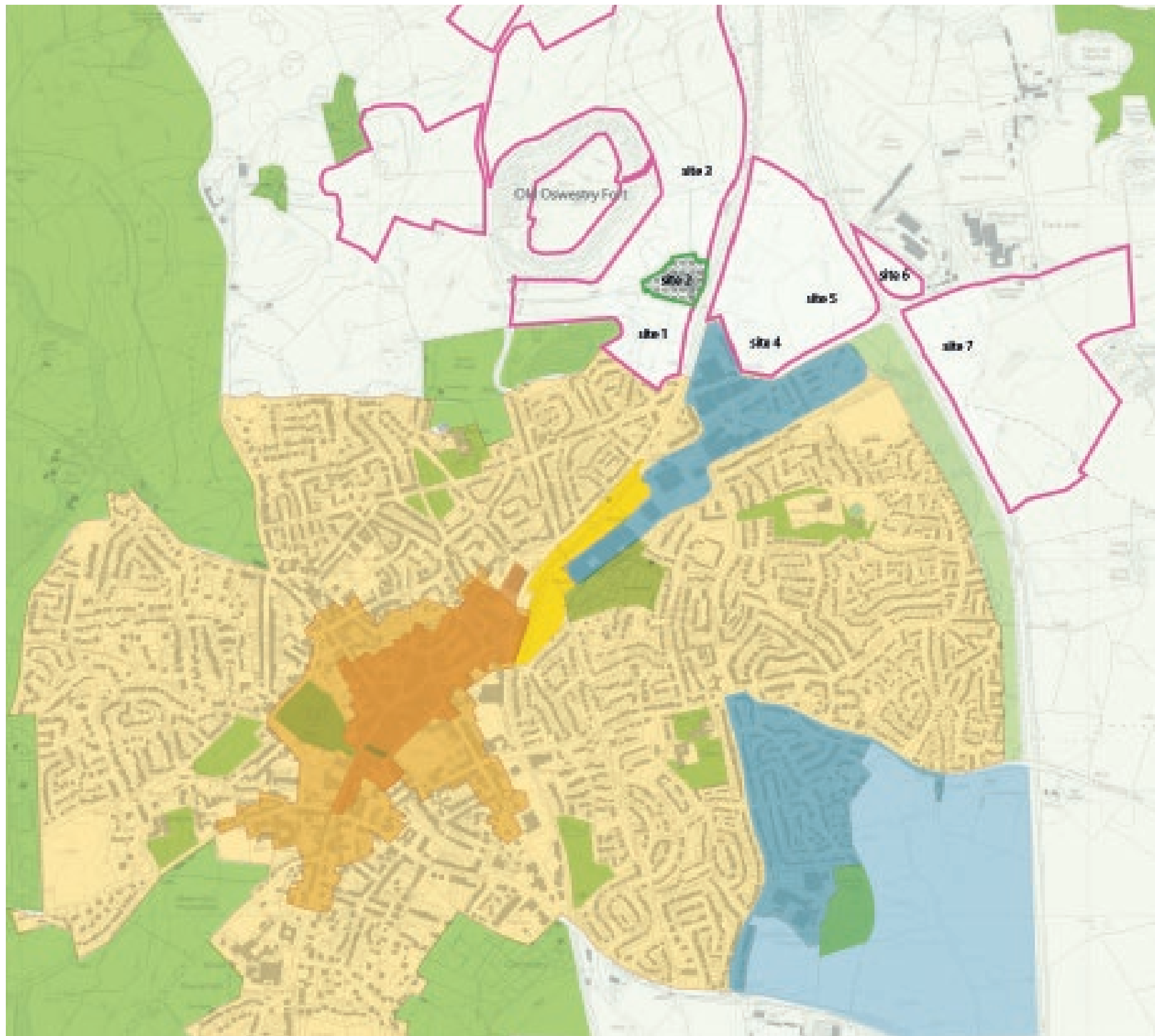
2.5 Figure 3 indicates the surrounding road hierarchy. The sites are well served by the adjoining by-pass, the B480 to the south, and the B5069 to the west.

2.6 Notwithstanding the above, the presence of the by-pass, and the B480, form barriers to east-west pedestrian movement, in between the identified sites.

2.7 The dismantled railway forms a potential pedestrian link back to the Town Centre, and the Regeneration Site.

2.8 Wat's Drive and Caer Road, to the south west of site 1, form more direct pedestrian routes towards the Town Centre.

2.0 Site context - Land use



2.9 Figure 4 indicates the broad distribution of land use around the sites.

2.10 Of particular note is a large swathe of industrial land to the south of site 3. In addition, the Regeneration Site - allocated with the existing Local Plan - is located close proximity to the sites, and could be connected via the disused railway. There are established residential districts to the south and south west.

Figure 4

2.0 Site Context - Green space analysis

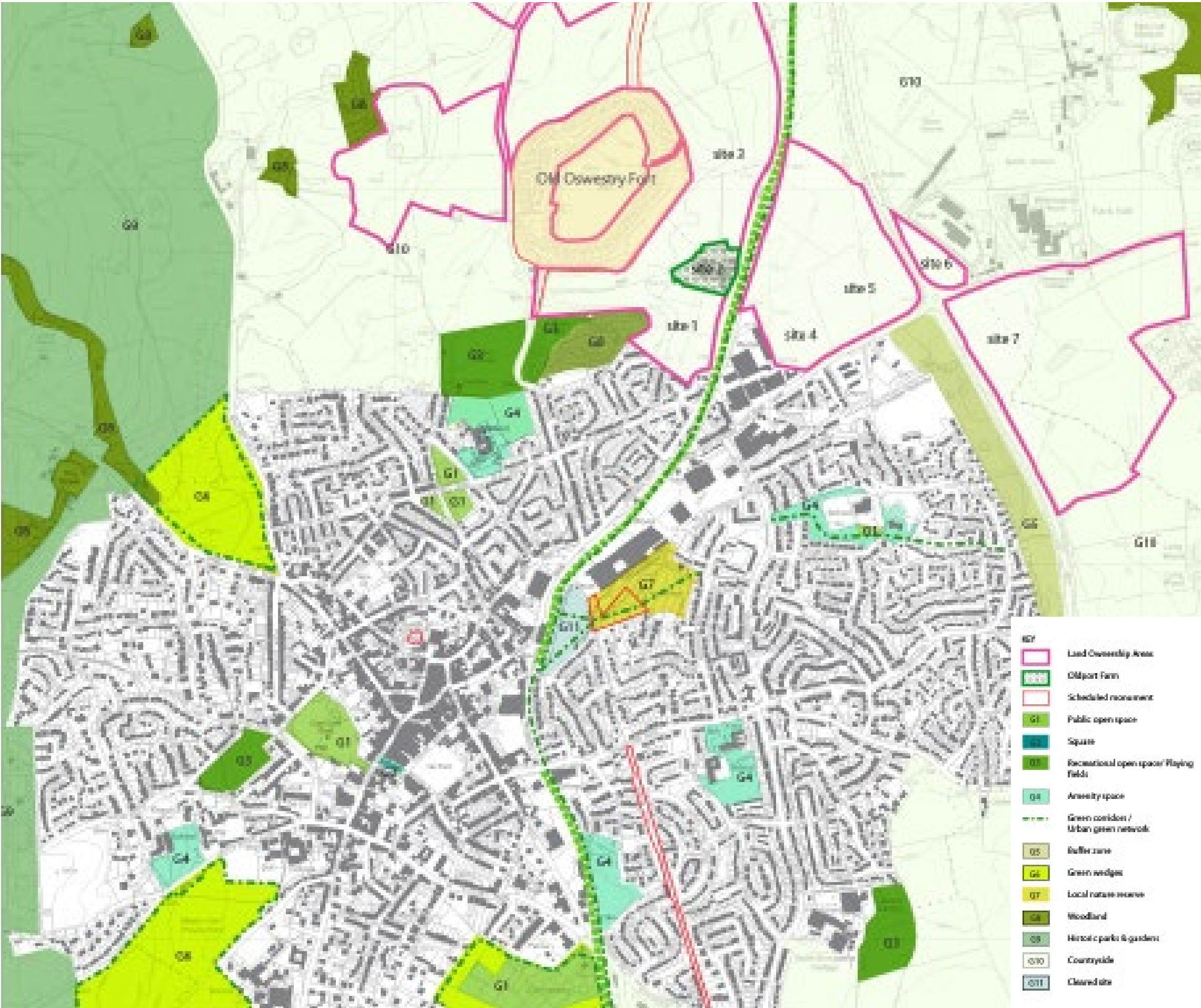


Figure 5

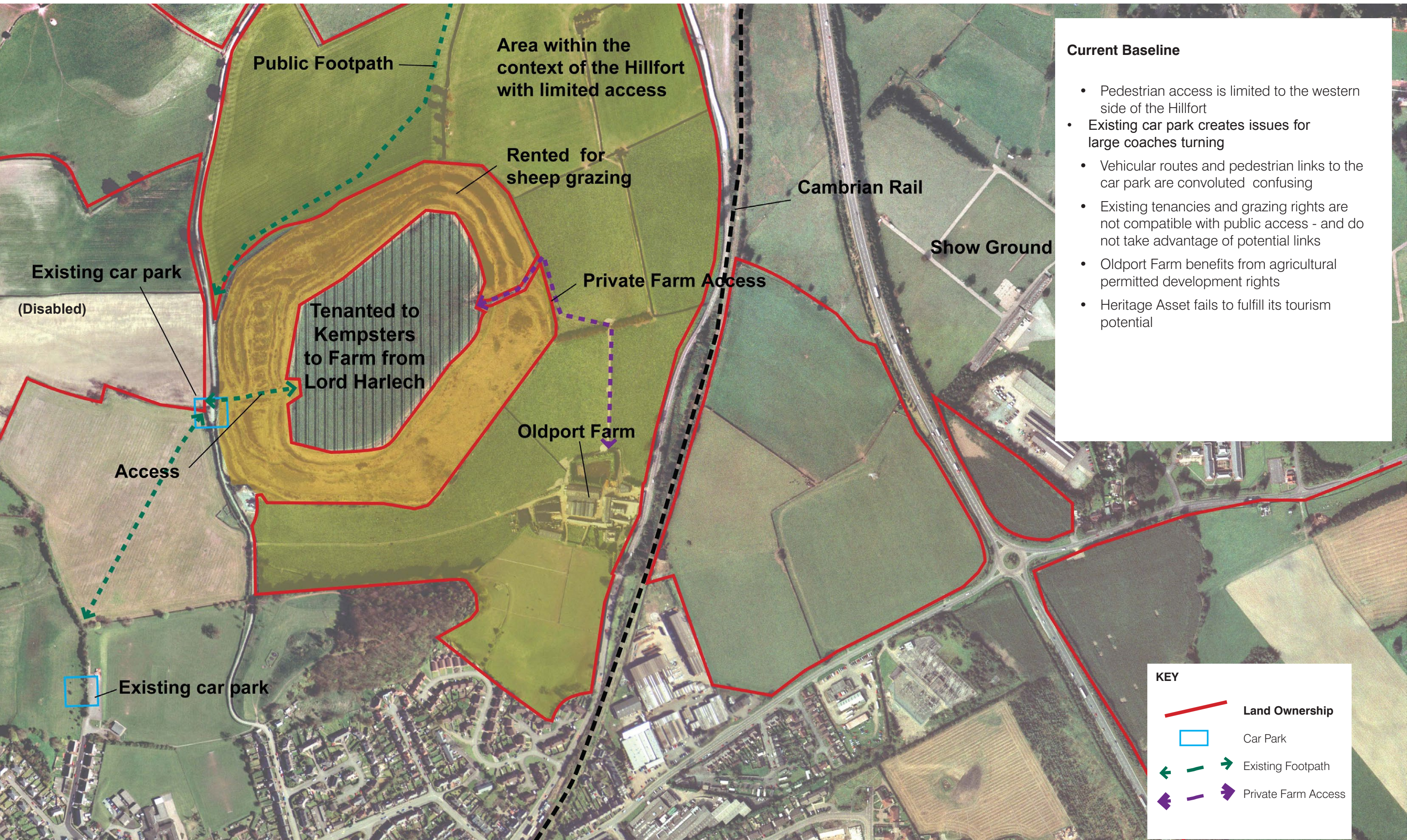
2.11 Figure 5 indicates the surrounding open space framework within Oswestry.

2.12 The site is located at the cusp of a number of different open space types. Including:

- The Hill Fort, which is a scheduled ancient monument, accessible to members of the public.
- Recreational Open Space comprising play areas and pitches.
- A disused railway forming a Green Corridor, as part of the Urban Green Network.
- Buffer Zone, located along the edge of the bypass.
- Amenity open space, to the south, which forms of a Community Hub.
- Local Nature Reserve located to the south west, connected to the site via the dismantled railway.

2.13 Notwithstanding the different open space typologies, these areas appear fragmented, and do not feel part of a connected open space framework.

2.0 Site Analysis - Current Baseline



3.0 Site

Key

- Site Boundary
- Existing buildings
- Open Space
- Sports Ground
- Golf Club
- Private garden/land
- Hard surface
- Water body/stream
- Tree/shrub cover
- Primary vehicle route requiring improvements
- Vehicle route
- Pedestrian route
- Pedestrian route
- Pedestrian gateway lacking definition
- Poor observation
- Barrier to permeability
- Poor visual connection between building and road frontage
- Boundary hedge
- Key views
- Large electricity pylon
- Drainage
- Wall
- Bank
- Cycle routes
- Bus route - B5069
- Bus route - B4580 leading to A495
- Bus stop

scale 1:1000 @ A3

Figure 6

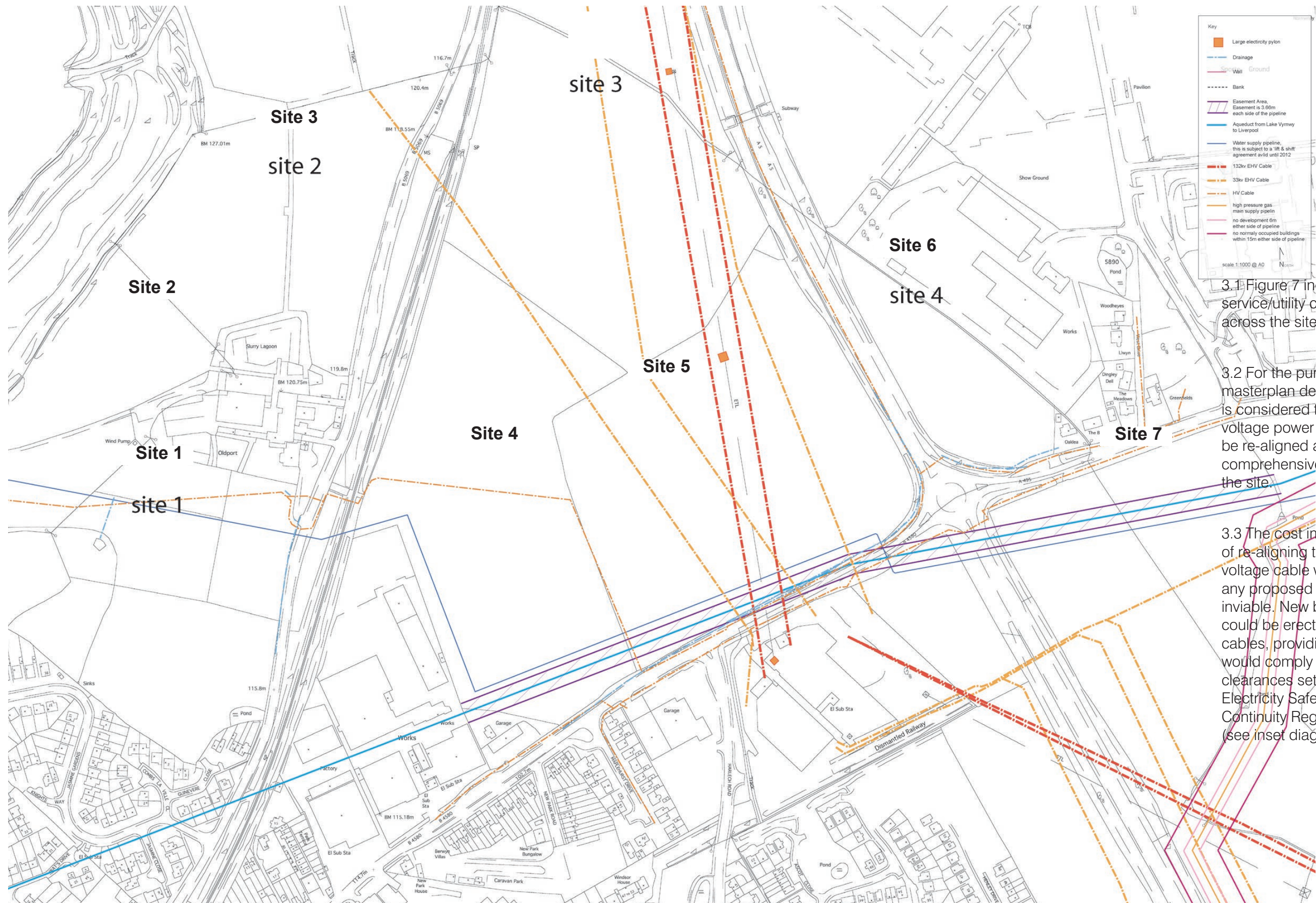
3.1 Figure 6 provides a more detailed analysis of the immediate context.

- **Frontages** - The sites contains no buildings, but has frontages with Gobwen Road, Whittingham Road, and the by-pass.
- **Levels** - The land rises steeply from east to west along the by-pass, with irregular undulations within site 3.
- **Access** - There are a number of informal access points to the sites, and 4 for agricultural vehicles only.
- **Movement/Permeability** - There are no pedestrian routes within the sites. There is a pedestrian sub-way to the north of the sites, which provides access under the by-pass, to the Show Ground. There is an established footpath network to the west of the sites. Pedestrian access up to the Hill Fort is currently from the Show Ground within Site 2.
- **Barriers** - The dismantled railway line, and surrounding vegetation, act as barriers to pedestrian movement.
- **Nodes** - There are a number of large road junctions within the site. The site forms a poorly defined northern gateway to Oswestry.

- Nodes - There are a number of large road junctions surrounding the site. The site forms a poorly defined northern gateway into Oswestry.

Figure 6

3.0 Site Analysis - Services/Utilities



3.1 Figure 7 indicates the service/utility constraints across the site.

3.2 For the purposes of the masterplan development, it is considered that the low voltage power lines could be re-aligned as part of a comprehensive masterplan for the site.

3.3 The cost implications of re-aligning the higher voltage cable would render any proposed development inviable. New buildings could be erected under the cables, providing that they would comply with the safety clearances set out in the Electricity Safety, Quality and Continuity Regulations 2002 (see inset diagrams); on this

Figure 7

3.0 Site Analysis - Historical Context

The growth of Oldport Farm can be seen in the above historical maps and photographs.

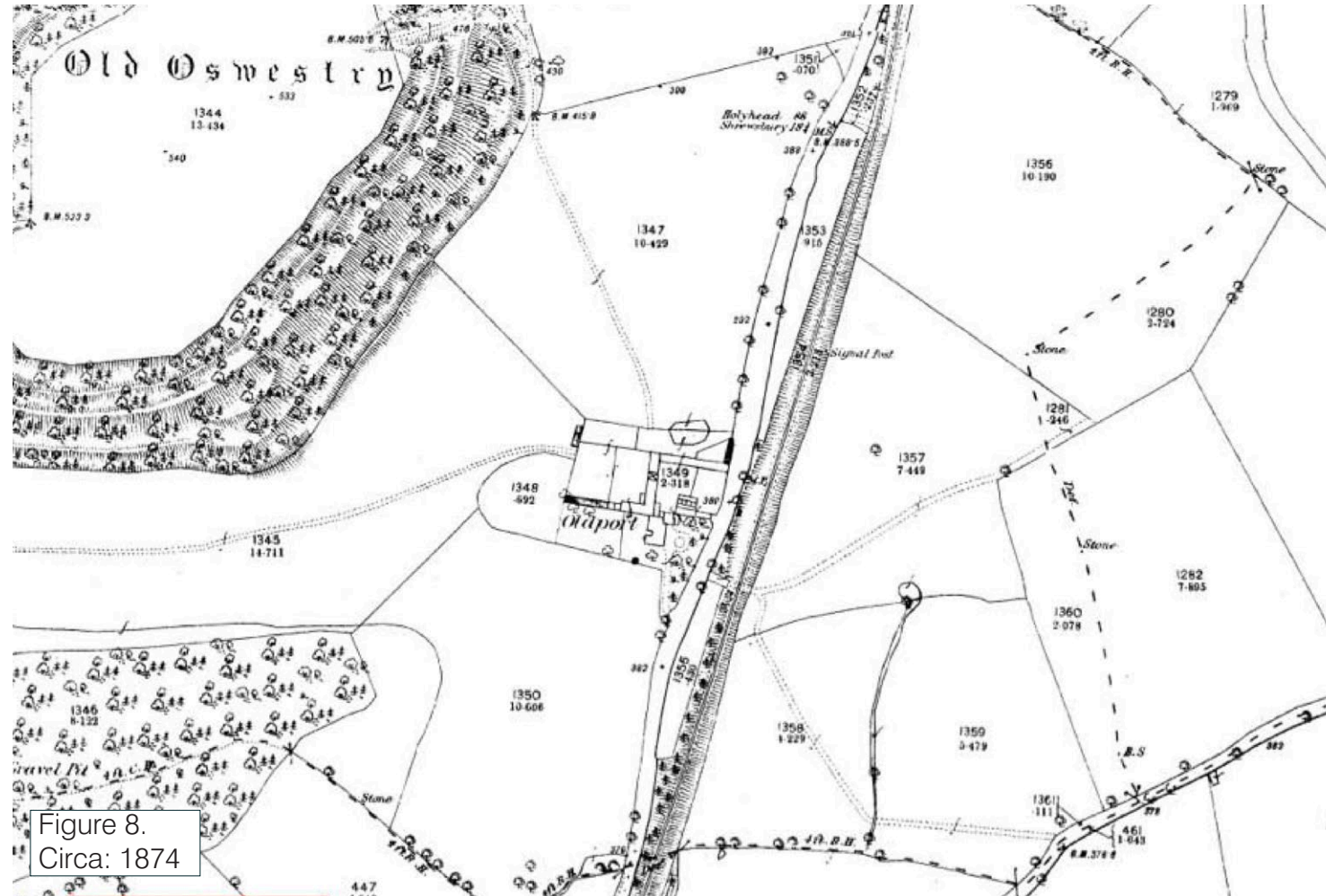


Figure 8 shows that the farm was established by 1874.

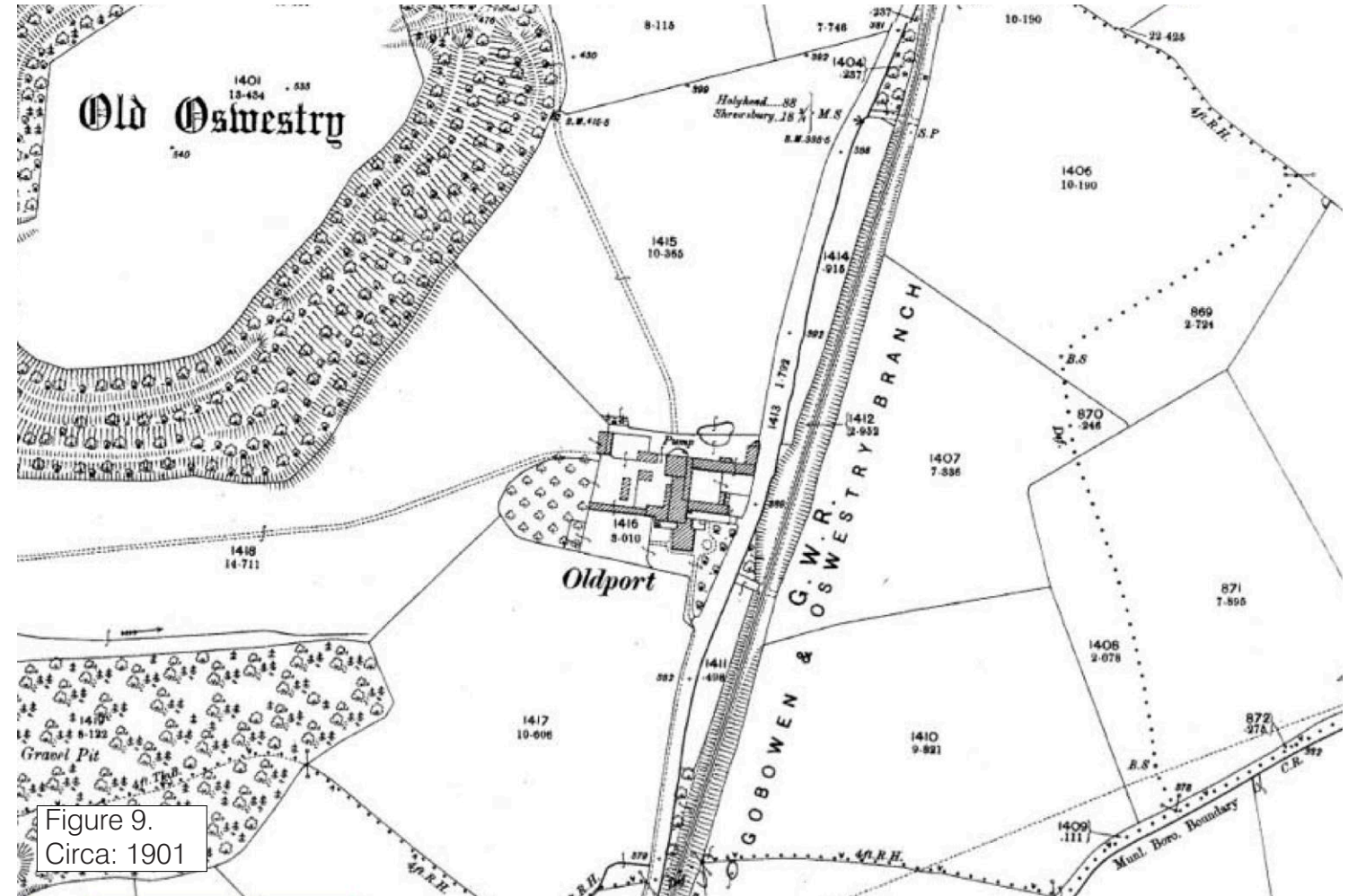


Figure 9 shows some extra buildings added by 1901.



Figure 10.
Circa: 1969

Figures 10 and 11 show the addition of large sheds to the farm in the 1960s.



Figure 11.



Figure 12.
Circa: 1983

Figures 12 and 13 show further additions to the farm buildings, and agricultural and residential growth in the area to the south of the farm. Figure 14 is a recent aerial view.



Figure 13.



Figure 14.

4.0 Proposed Masterplan



Figure 15

4.0 The Current Masterplan - Key Principles/Design Development

4.1 The current masterplan has evolved through a series of discussions with the LPA and Historic Environment Officers covering the potential heritage and landscape impacts of the development. The general consensus was that the current masterplan, shown in Figure 15, represents an acceptable form and scale of development on the basis that it has been underpinned by a framework of agreed design principles. This would ensure that sensitive development could be achieved without any adverse impact on the character and setting of the Hillfort - a Scheduled Ancient Monument (SAM) - and the inextricably linked visual and landscape context.

Site 1

4.2 The overall extent of development has been reduced to respond to views from (view 9) and to (view 13) the Hillfort. In terms of views from the Hillfort, the extent of development has been nestled into the sloping hillside in order to screen the bulk of development behind the existing woodland copse. Moreover, the overall extent of development clearly relates to the existing residential area to the west.

4.3 In addition, the extent of development has been aligned along the key view towards the Hillfort (view 13), therefore maintaining the visual connection between the woodland and the Hillfort. Moreover, the siting and scale of development is subordinate to the overall outline of the Hillfort.

4.4 The proposals now result in a large swathe of open agricultural land between the extended residential development area and the built development at Oldport Farm. New planting within this area will help to further soften the development. New linkages would also be created, including:

- a footpath to the existing footpath network within the woodland copse; linking this network with a new connection to the Hillfort; and a new connection across the B5069.
- The overall impact of site access road would be reduced through the provision of a ‘country lane’ character with no defined footpath (an alternative would be provided through the open space) and the use of sensitive surface materials and hedgerow planting.

Site 2

4.5 The rationalisation of the Oldport site would have a positive benefit on the setting of the Hillfort through the removal of some of the poor quality, large scale sheds and outbuildings around the farm.

4.6 Further, the re-use, where possible, of the existing buildings and the sensitive siting of new courtyard buildings would create a simple and uncluttered development form, focused around a central courtyard. Such a development form is wholly sympathetic to the overall character and setting of the Hillfort.

4.7 The sensitive design of roof slopes and angles could take reference from

the good quality buildings within the site, where a variety of roof pitches and forms create interesting relationships adding to the overall visual richness of building mass.

4.8 The proposals would also remove the poor quality buildings around the main house itself, de-cluttering the immediate context of this building, which has a distinct visual quality and adds to the overall character of the site.

4.9 Further, the new buildings would be of a much smaller scale and a higher design quality than the existing agricultural buildings they replace. Some of the fields immediately surrounding the residential units would be utilised as domestic curtilage; however, a substantial area around the site would be kept as open fields to mitigate any impact of the residential use. On balance, it is considered that the proposals would enhance the setting of the Hillfort.

Site 3

4.10 Site 3 would provide a Hillfort visitor car park, information boards and new footpath linkages to the Hillfort itself. This would have a positive benefit to the overall visitor enjoyment of the Hillfort on the basis that the existing car park, to the west, is inadequate, and that there currently no formal footpath assent along its eastern slope, limiting the visitor perception and experience of this SAM.

4.11 Spaces are provided for approximately 100 cars, along with a small scale interpretation centre. The existing track would be used for the provision of the new route up to the Hillfort. The potential exists for a new pedestrian linkage over the B5069, and the disused railway, to site 4.

4.12 The overall design of the car park would utilise planting, materials and lighting products which would soften the impact of hard surfaces and associated paraphernalia.

4.13 There would also be a benefit of sharing a new vehicular access with site 2, therefore minimising the impact of infrastructure on the Hillfort.

Site 4

4.14 The use of photomontages as part of the overall visual and impact assessment of the proposals have led to the conclusion - reached in collaboration with Council officers and English Heritage - that development should be removed from the sloping land to the west as well as the central areas of site 4.

4.15 When viewed from the Hillfort, the presence of the industrial buildings at Whittington Road, seen in the context of built development around Oldport, reduce the value of land immediately to the north.

4.16 Taking this further, a principle accepted by all, was the requirement to keep a corridor of open space - defined by the development line running north west to south east - which runs between Oldport and the electricity sub station, as viewed from the Hillfort (view 9). Such a corridor would retain

the open field character within site 4, which forms a key characteristic in the setting of the Hillfort.

4.17 On this basis, the proposals have been amended further to respect this open corridor.

4.18 The provision of a central footpath which connects the existing residential communities to the south as well as newly created communities within site 4 through to the Hillfort will also provide a significant benefit, improving accessibility to the countryside and SAM. The central open space would be retained within agricultural use to minimise long term maintenance implications.

4.19 The proposed development would front out onto the central open space corridor; indeed hedgerows and plating could also be drawn into the overall layout.

Site 5

4.20 Discussions with the Council and EH also identified that development within site 5 would compromise the retention of the open corridor, and development has now been removed completely from this location.

4.21 Based on the reduction of the development areas within sites 4 and 5, the magnitude of the impact, as a result of the numbers identified, has now been sufficiently reduced to have a negligible impact on what is a highly sensitive landscape setting,

4.22 Moreover, the provision of substantial planting along the boundary will also contribute to softening the development over time.

Site 6

4.23 By pushing development to the back edge of site 6, it was considered that development would be well screened (by virtue of planting and the existing building mass of Park Hall Farm) from any impact on views from the Hillfort. Moreover, the principle of development to the east of the A5 is considered acceptable by virtue of existing screening and the location of existing development; a conclusion shared by the Council and EH.

Site 7

4.24 Site 7 forms the far distance of any views over the landscape from the Hillfort. Similarly to site 6, it was considered that given this distance and the presence of existing built development there would be no impact on the setting of the Hillfort.

4.25 The retention of large swathes of existing planting and a central corridor of open space, which would be required as part of any surface water disposal strategy, also serve to soften the impact of development, particularly in terms of more localised views.

4.0 Access, Movement and Transport

Local facilities

4.26 The local area has shops, post office, chemist etc, there are two primary schools. The town centre is approx 1km to the SW from the site.

Walking and cycling

4.27 The proposed development site is located on the edge of the urban area with a range of local land uses, services and facilities.

4.28 Experience from good practice in Travel Planning development generally suggests that 90% of pedestrians are prepared to walk up to 2kms between the site and other facilities, provided that accessible footway routes are identified.

4.29 The pedestrian catchment area for the proposed allocation extends to cover the whole of the Oswestry area. Whittington can be accessed from the sites to the east of the A5 within the 2km distance.

4.30 The National Travel Survey NTS (undertaken annually by the Dft) has identified that bicycle dependant on the topography considers a mean distance of between 5 – 10 kilometres a reasonable travel distance between home and workplace. For the purposes of the review the national guidance of 5km has been used.

4.31 The 5 km distance covers the full urban area and a substantial part of the rural area and the site benefits from local cycle routes linking it to the wider area. The site is close by to the national Sustrans and wider cycle network.

Public Transport

4.32 The westerly sites have good public transport links, with bus services providing regular, direct links to Oswestry Town Centre and to Wrexham or Shrewsbury for the easterly sites.

4.33 Gobowen railway station is located approximately 5 kilometres north of Oswestry Town Centre, and approximately 2.5 kilometres north of development.

4.34 The station offers rail links to Wrexham, Chester and North Wales and Shrewsbury, Telford, Wolverhampton and Birmingham. Gobowen station features a car park for rail users, providing 70 spaces, disabled spaces and covered cycle parking.

4.35 There is a bus stop adjacent to the station, served by local bus services, which provide regular links to Oswestry Town Centre.

4.36 The 2/53/60/64/70/449 existing bus services serve the sites. The proposed development site is therefore conveniently located close to bus stops that regularly serve a number of communities in the vicinity of the site.

4.37 These services provide the opportunity for residents of the proposed development site to travel via public transport.

4.38 The half-hourly Arriva route 53 (Oswestry – Ellesmere/Welshampton) and hourly Tanat Valley route 449 (Oswestry – Ellesmere) have some recovery time within their existing timetables.

4.39 Therefore, operation via the development sites could be accommodated within the existing schedules of either of these services without the need for additional vehicle resources.

A dedicated bus service

4.40 The proposed mixed use development could create major new attractors in the town. Although this could considerably help the commercial viability of the existing bus services, the present network is disjointed, with a number of different route numbers and unco-ordinated timings, meaning that legibility and understanding of the public transport offer is difficult and very hard to promote.

4.41 Consideration will be given to serving the developments by a dedicated bus service. This would provide a regular direct link between the developments and the town centre, with the additional potential to interchange to other bus services. The route could be branded and marketed as serving the new developments.

4.42 One vehicle would be capable of providing a 20 minute frequency service between the site and the Town Centre.

Enhanced walking and cycling routes

4.43 There are proposals being developed under the Local Sustainable Transport Fund to develop the Cambrian Railway Greenway - a shared path route utilising part of the alignment of the disused railway. The initial funding will enable this to be developed north and south of the Town Centre. The disused railway broadly parallels the eastern side of Gobowen Road, and forms the western boundary of development site 4.

4.44 The aspiration is to extend the shared route northwards along the railway alignment and this would encourage sustainable travel to the development sites and onwards towards Gobowen and the railway station.

4.45 There is a clear opportunity to develop a direct, high quality walking and cycling link through the heart of site to connect with the new north – south shared route to provide a safe, traffic free route to the town centre and to Gobowen station.

4.46 Similarly, there appears to be an opportunity to link the easterly sites across the A5 into the Eastern Oswestry, “Green Wander of Oz” shared route to the west of the A5, to provide a high quality pedestrian and cycle route to the town centre.

4.47 The combination of these shared paths together with a dedicated bus link would ensure that sustainable travel can be strongly promoted from the outset of the development.

Masterplan

4.48 The allocation of the mix of uses has been the subject of an iterative process led by the possible access type and location, integration with the local area, views of the nearby Fort, service easements and topography.

4.49 A number of new access points are needed for the allocations along with improvements of the existing junctions.

4.50 Gobowen Road requires simple priority junctions for the new housing and an upgraded access for the farm building conversion.

4.51 The main residential area will be accessed from a new roundabout at the Harlech Road junction, the two office and industrial areas to the east of the A5 via new priority junctions with right turn ghost islands.

4.52 The A 5 junction will be improved by increasing the width of the approach lanes to allow two full lanes.

4.53 Gobowen Road/Whittington Road will be signalised to accommodate the changes in the flows in the area.

Assessment Summary

4.54 Detailed assessments have shown that the site accesses that have been assessed and the A5 Whittington Road Roundabout operate with ample spare capacity.

4.55 The Gobowen Road / Whittington Road / Coppice Drive staggered priority junction operates above capacity with base flows. It is proposed to improve this junction to provide a signalised junction, which will improve capacity at the junction and accommodate the proposed development without significant detriment to other road users.

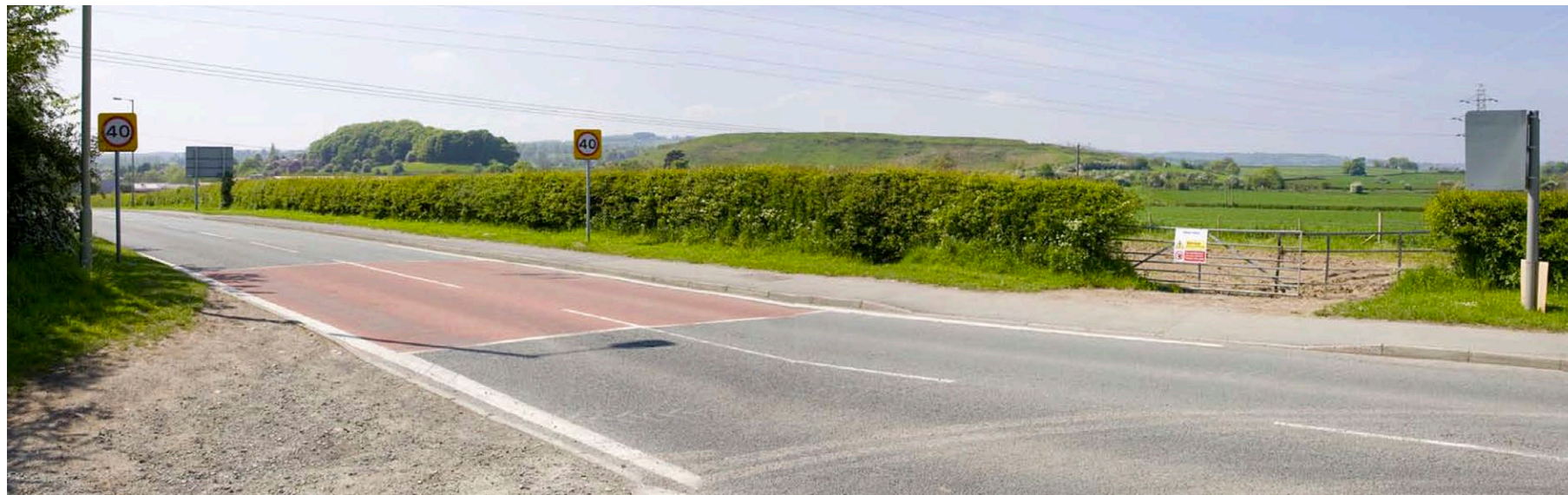
5.0 Landscape and Visual Impacts



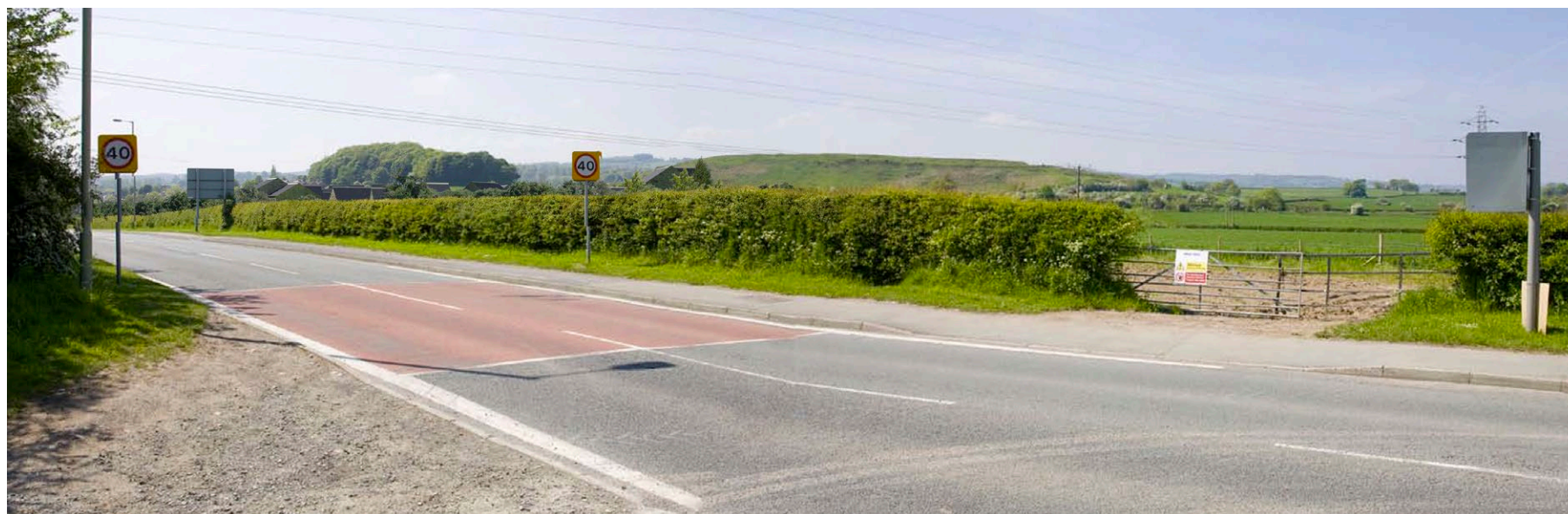
View 13 B5069 Looking North - Existing



View 13 B5069 Looking North - Proposed

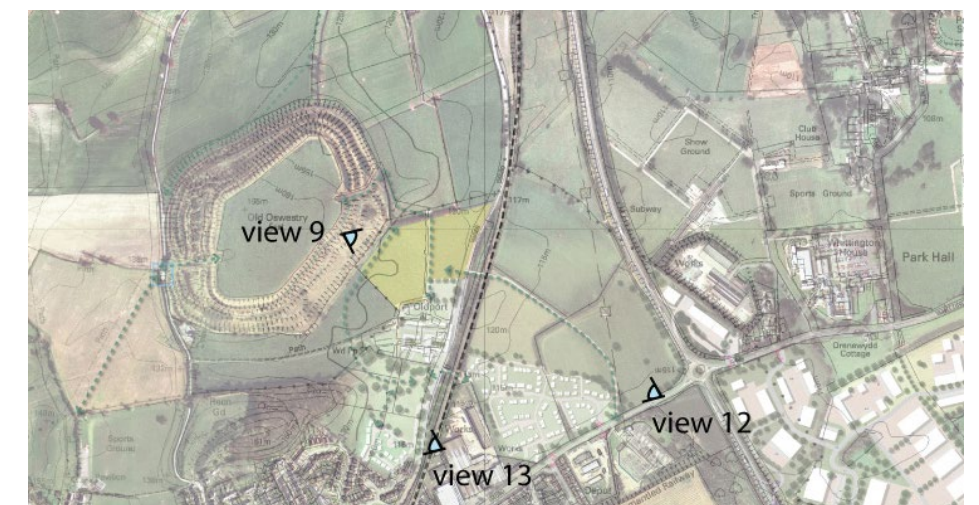


View 12 - Existing



View 12 - Proposed

- The overall extent of development has been reduced to respond to views from (view 9) and to (view 13) the Hillfort.
- In terms of views from the Hillfort, the extent of development has been nestled into the sloping hillside in order to screen the bulk of development behind the existing woodland copse.
- Moreover, the overall extent of development clearly relates to the existing residential area to the west.
- In view 13, the siting and scale of development is subordinate to the overall outline of the Hillfort.
- The proposals retain a large swathe of open agricultural land between the extended residential development area and the built development at Oldport Farm.
- New planting within this area will help to further soften the development.
- The overall impact of site access road would be reduced through the provision of a 'country lane' character.
- The rationalisation of the Oldport site would have a positive benefit on the setting of the Hillfort through the removal of some of the poor quality, large scale sheds and outbuildings around the farm.



5.0 Landscape and Visual Impacts



View 9 - Existing



View 9 - Proposed

6.0 Oldport Masterplan



Existing Plan



Concept Plan



Accommodation



Precedent Images - Market Drayton & Stowe



6.0 Oldport Masterplan

Concept View - Existing Build-



Concept View - New Interventions



Existing Materials



Above: Existing Materials: Shropshire brick (Black & white timber frame, metal sheeting (corrugated) – on the curved roof 'Dutch' barns, render and untreated timber (to cart sheds and lean-tos)

Materials Principles

1. Brick with large untreated timber infill panels, giving them a barn-esque but modern feel, for the double height
2. Corrugated and timber for the car-ports and single storey connecting elements.
3. The effect will be to create a unified but visually interesting whole.
4. The enclosing loggias could work well to provide car-ports and visually, but lightly, enclose the courtyards. Such a principle could extend to enclose all the courtyards which would reduce the impact from the monument.

Proposed Materials



Slate roof with in-line glazing.



Vertical Timber Cladding



Contemporary timber shutter set within cladding



'Soft' road surfaces



Brickwork



Promotion of heritage



Sustainability - including educational opportunities



Walking & cycling links - promotion of active leisure and healthy lifestyle choices.



-  LAND OWNERSHIP AREA
 DEVELOPMENT AREAS
 OLDPORT FARM
 GIFTED AREAS

- Car Park: size and location has been assumed, and land for such a facility would be gifted to a community organisation—precise size and location to be determined by those parties at an application stage



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1. The first step in the design process is to determine the requirements of the system.
2. The second step is to analyze the requirements and determine the system architecture.
3. The third step is to design the system components and their interactions.
4. The fourth step is to implement the system and test it to ensure it meets the requirements.
5. The fifth step is to maintain the system and make updates as needed.
6. The sixth step is to document the system and its components.
7. The seventh step is to communicate the system to the users and stakeholders.



Planit IE LLP
18 Bowling Green Lane, London EC3N 3PH
020 7293 9970
2 Finsbury Park, London N4 3DF
020 761 1012

Projekt	Oswiestry
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Client

linguistic Master Plan

PL-1144-M101

Scale: NTS Date: 22.04.14 Group: MP

Status	IP: G	Classified A
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7.0 Development Schedule

OLDPORT, OSWESTRY - Masterplan - PL1144.M100 rev G						
	Site 1	Site 2	Site 3	Site 4	Site 6	Site 7
Proposed Development	Residential	Residential	Visitor Parking	Residential	Employment	Employment
	no. of units	no. of units	sq metre	no. of units	sq metre	sq metre
Residential - no. of units	36	23		117		
B1 light					2,827	16,875
B2 general industrial						17,929
sui generis						
Business space - B8 storage & distribution						17,929
Hill Fort Visitor Centre			20			
Parking	72	46	100	234	tbc	*148
Site Area ha	5.44	1.70	0.47	9.20	1.60	23.00
Developable Area ha	1.20	1.40	0.29	4.10	1.00	13.90

8.0 Key Benefits

8.1 It is considered that the land adjacent Jasmine Gardens and the Oldport Farm site located off Gobowen Road should be allocated for future housing development in the emerging Shropshire Site Allocations & Development DPD. The sites can accommodate a small 36 dwelling settlement extension and a 23 dwelling redevelopment scheme, which will include associated landscaping, open space, public access connections and tourism infrastructure opportunities. The development would enable and deliver the following benefits:

Public Access, Accessibility & Connectivity

The re-development of Oldport provides a major opportunity for enhanced public access and linkages to the Hillfort, opening up an eastern pedestrian access route and locating a new (landscape sensitive) visitor car park facility located appropriately at the northern gateway to the town.

Links into the adjacent residential neighbourhoods and new residential sites off Whittington Road are available; these provide access to the Cambrian Rail line and through to the Showground at Park Hall. The development will promote and establish new walking and cycling links which will connect people and places.

Open Space

The opportunity for significant levels of new publicly accessible open space to be vested in the control of the Hillfort guardians.

Heritage Tourism

Promoting the heritage of the Hillfort with a greater sense of place and purpose will allow it to become the destination that stakeholders have longed for, in a sensitive and appropriate manner. Linked to other cultural heritage and recreational tourism opportunities in the local area (Cambrian Rail and Showground) the cultural heritage and tourism offer within the immediate neighbourhood and for the town will be enhanced as a result.

Educational Resource & Lifestyle

By providing enhanced access and facilities for visitors the Hillfort and its linked assets offer educational experiences and site learning opportunities; connecting people with the site’s local history and the towns own heritage importance.

Active leisure and healthy lifestyle choices will be extended and promoted within the wider community through the enhanced range of public access routes and linkages provided.

Environmental

The sites will protect the setting and character of the Hillfort which will remain intact and its value as a heritage asset will not simply be maintained, but enhanced. The proposed development will not harm the natural, built or historic environment but will help to improve site biodiversity, the local landscape and heritage assets as well as using natural resources prudently and addressing climate change through the design of the proposed buildings.

Visual & Design

The potential for additional agricultural development at the foot of the Hillfort will be avoided and the rationalisation will have a positive benefit on the setting of the Hillfort through the removal of the poor quality, large scale sheds and outbuildings around the farm thus serving to enhance the setting of the Hillfort and proving a long-term legacy for the site and town in place of intensive agricultural development.

The plans demonstrate how the allocation of these sites will enable the creation of an attractive, high quality and sustainable development which responds sensitively to its setting and complements the Hillfort.

Sustainability

The sites are entirely suitable to be allocated for residential development due to the proximity of services and facilities; they are considered to be highly accessible and sustainable given their proximity to key public and community infrastructure support services and facilities and they will tie into and complement the existing and historical settlement pattern and provide significant public access, tourism and recreational opportunities.

Economic Investment

The construction process will produce a capital receipt through the New Homes Bonus scheme to be spent by the Council; new residents would generate new spending annually in the local economy; the dwellings would generate Council Tax revenue for the Council.

The development would generate and secure skilled construction jobs over the course of the development and facilitate apprenticeships and training opportunities in the local area; besides the direct impacts it would also facilitate indirect and induced construction related jobs created off site.

The enhanced levels of public access, linkages and service infrastructure opportunities will promote local tourism and extend this into neighbouring sites and assets generating visitor expenditure

within the local economy and generating jobs in this sector.

Planning

There is a compelling need to identify land for housing to meet the future needs of Oswestry in an appropriate and sustainable manner and these sites are considered to be deliverable (i.e. it is suitable, available, achievable and viable) in full accordance with NPPF and SHLAA guidance.

The recycling of previously developed land will be achieved at Oldport and the release of the sites for housing here will allow the delivery of a comprehensive planned development for housing and employment in the town. The proposals constitute sustainable development in accordance with the NPPF by performing the following positive Economic, Social and Environmental roles.

Housing & Affordability

There is a need to increase the supply of market housing to support continued economic growth as regeneration cannot be delivered solely through unviable brownfield sites; additionally there is an acute affordable housing shortage and these sites will meet some of this need.

Summary

English Heritage are broadly comfortable with the housing and employment sites located off Whittington Road; acknowledging that as these sites are brought forward any outstanding concerns can be satisfactorily addressed by detailed design and masterplanning.

We consider that the latest design iteration reflects the guidance conferred and demonstrates that outstanding concerns in relation to the sites off Gobowen Road are now sensitively and appropriately addressed in serving to protect and enhance the heritage asset and deliver significant community benefit.

The proposals reflect the aims and aspirations of the Oswestry 2020 Town Plan (2013) and meet the identified needs of the Oswestry Tourism Action Plan (2013). Shropshire Council are supportive of these sites coming forward, in association with the wider housing and employment opportunities vested in the masterplan as promoted and the landowners are able to confirm site deliverability.

8.2 Without these sites coming forward together none of the benefits identified will be delivered and the status quo will remain.