

Housing Sites Assessment: Stage 2b

Site Ref: SHREW001	Site Name: Land North of London Rd
Size (ha)	24 ha – potentially 7 ha developable land in two parcels.
Indicative capacity	Approximately 50 - limited by context, shape and topography of site.
General location	South-eastern edge of Shrewsbury between London Road and the River Severn. Part of a larger greenfield area on the edge of the urban area between London Road/Preston Street and the River Severn (see SHREW027). The site lies immediately to the east and south of the Shrewsbury Crematorium.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area.
Current use	Agriculture
Topography	Although the northern part of the site beside London Road is relatively flat, the land then runs down from London Road towards the River Severn and towards the A5 Emstrey Roundabout junction, with a relatively steep side to the river valley.
Adjoining land uses and boundary features	Agricultural land to the north, Shrewsbury College of Arts and Technology and Shrewsbury Crematorium to the north-east, a few individual residential properties fronting London Road, with further housing and Shrewsbury Business Park to the west of London Road. The River Severn provides the eastern boundary, with open countryside beyond, and the A5 is to the south.
Local highway capacity/ constraints	Whilst a number of plots could be accessed directly off London Road, a new access road would be required on to London Road to serve any significant development, but this would be easily achievable. Proposals for the larger potential development area to the north (SHREW027) have included an access road across this site to London Road. The A5 Emstrey Roundabout junction has significant capacity issues and has been identified as a priority for improvement by the Highways Agency. London Road itself has some constraints as a route towards the town centre, having on street parking on one side on the approach to the Column roundabout, and partial/narrow cycle lanes in places.
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified, including the Emstrey Island junction.
Inherent landscape character²	The site forms part of a prominent steeply sloping valley side to the River Severn, forming the skyline when viewed from the valley floor (Severn Way). The area has a rural character of rectilinear pastoral fields with low hedges or fences, and there is a prominent woodland to the south which forms an

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	important visual focus close to the bypass, which looks to the area from an elevated crossing over the river. The site is assessed as of medium/low capacity for housing development.
Planning history or designations	River Severn is a County Wildlife Site. SABC Local Plan designated a large part of the southern part of the site adjoining the River Severn/Emstrey Rough for an Arboretum, but this has not been taken forward.
Land ownership, land agreements and delivery statements	Land owned by Shropshire Council. The promoters of the land to the north (national housebuilders) had an option to build an access road across the site and have included the land in detailed site assessment and promotional material submitted for major, comprehensively planned development.
Access to services/employment areas	Although close to College and Business Park, nearest (limited) commercial facilities (including newsagent and public house) are by the Column roundabout to the north. There is a primary school at Mereside on the Wenlock Road. There are a number of bus services operating along London Road (primarily the Shrewsbury-Telford service), with potential to serve new development.
Other constraints	Flood risk from River Severn limited by steep valley side. A power line crosses the site north-south. The River Severn is a County Wildlife Site, with the Severn Way running alongside it.
General site related benefits	Scope to enhance the Severn Valley as an accessible green corridor.
Transport and Highways related benefits	Potential to provide an alternative access to/from London Road for the major development area proposed to the north.
Strategic fit	Limited unless contributing to a larger co-ordinated development with land to the north.
Other relevant information	Not being actively promoted independently from larger development area to the north, but Council Estates indicate willingness to see land allocated.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Potential for prehistoric archaeology to be present. 17th century, and possibly earlier, quarry site present in Emstrey Rough.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before any development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is adjacent to a County Wildlife Site.</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated Site, refer to HRA report</p>
Trees	Trees and Hedgerows will be significant constraint - Hedgerows & a few mature individual trees on site boundaries , a significant block of woodland (TPO worthy) alongside north side of the bye-pass bridge should not be touched to allow access into small section SE of the bridge.
Environmental Health	No comments received.
Drainage:	The River Severn runs along the boundary of the site and the Surface Water

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Watercourse flooding	Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be need to be addressed at either the planning brief or planning application stage. 8.84% of the site has flooded according to historical records, but no flood event have been reported by members of the public to the Flood Forum. 4.64% of the site is in Flood Zone 3a and 7.99% is in Flood Zone 3B.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a medium risk of groundwater flooding (between 25 and 50% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received.
Environment Agency	Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport and three out of the five amenities and facilities. It is negative for access to the primary school, a children's play area and a young person's recreational facility, proximity to a Wildlife Site, flood risk and agricultural land quality. All other sustainability objectives are neutral. The overall sustainability is thus judged to be poor.

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This site is relatively sensitive in landscape terms and the scope for development is also compromised by site context, shape and topography, the presence of trees/hedgerows, the existing frontage development and the possibility of a road link from development proposed off Preston Street to the north. The northern parcel of the site to the rear of the Crematorium would only be a logical development area if the major development scheme for the land to the north, including a new access road, is being taken forward. The southern parts of the land to the south of the Crematorium have potential for limited, sensitively designed housing development independently, provided that allowance is made for the access northwards in the longer term.

Conclusion

Potential windfall site	No
Realistic site	Yes. The site has potential for limited, sensitively designed housing development, either separately or combined with SHREW027 (approximately 50 dwellings).

Recommendation

Allocation in Final Plan	Yes , part of site, subject to development guidelines stating: Development to be low density and to be served by new accesses off London Road, to include a landscape buffer to the adjoining Crematorium site and to have a well landscaped eastern edge having regard to the sensitivity of the Severn valley and views to the site from the east.
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

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Site Ref: Sites SHREW002, 035, 083, 096 (part) and 128/ELR64, 67, and 68	Site Name: Shrewsbury West Sustainable Urban Extension – Land off Welshpool Road
Size (ha)	SHREW002: 44.3 ha. SHREW035: 3.3 ha. SHREW083: 7.1 ha. SHREW096 (part):
Indicative capacity	Shrewsbury West SUE: 720 dwellings, 9-12 hectares of employment land and associated land uses (excludes part of SHREW002).
General location	Land on the western side of Shrewsbury, off the A458 Welshpool Road.
Brownfield or Greenfield	Primarily greenfield, but with some existing uses to be incorporated/relocated.
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area.
Current use	Primarily agricultural, but with some existing uses to be incorporated/relocated.
Topography	Relatively flat/undulating in places. Oxon Pool to north.
Adjoining land uses and boundary features	The sites are in an area which has a mix of existing development, including the Oxon Business Park, a neighbourhood centre serving the adjoining Gains Park area, the Oxon Park and Ride site and some residential development, including Shelton Gardens and properties along the Shepherds and Calcott Lanes. In addition, there is a major touring caravan park (off Little Oxon Lane), and the Severn Hospice and the Uplands Nursing Home (off Clayton Way).
Local highway capacity/ constraints	Access acceptable - Subject to Shrewsbury West SUE proposals. Welshpool Road is a main radial route well served by public transport services. Existing lanes off Welshpool Road narrow/constrained. A5/A458 Churncote Island junction has capacity constraints, with some congestion at peak times. Cycle access not currently acceptable, could/would be easily achievable based on development scale.
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements around the western part of the town have been identified, including the A5/A458 Churncote Island junction.
Inherent landscape character²	The land east of Shepherd's Lane site is assessed as of medium landscape sensitivity, consisting of a series of small meadow or pasture fields with fairly strong tree cover on boundaries and serving as a green gap between the urban edge and the Oxon Hall/the caravan park leisure development and the Severn Hospice and Uplands Care Home (which has reduced the rural

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	<p>character of the area to the north). The area is overlooked by housing on the urban edge and bounds a significant area of commercial development which is relatively discreetly located.</p> <p>The land west of Shepherd's Lane is assessed as of high/medium landscape sensitivity, consisting of pasture enclosed by hedgerows. It forms part of an attractive approach to Shrewsbury, although there is intermittent development on the north side of the A458, with green spaces between patches of ribbon development.</p> <p>The 2007 Study then assessed the land east of Shepherd's Lane as of medium capacity for housing development, with the land west of the Lane as medium/low capacity, with capacity for employment use medium/low and low respectively. The Study commented that if the north western bypass was implemented this would reduce the area's tranquillity and affect its role as a gap/open countryside.</p>
Planning history or designations	<p>Various for the existing developed areas. A masterplan for the SUE was prepared and consulted upon over the summer of 2013. Following amendment, this was adopted by the Council in December 2013 to guide the future development of the area. Subsequently an outline planning application has been submitted on the first phase of development – land at Churncote/ west of Shepherd's Lane, including housing development at the proposed Churncote Business Area.</p>
Land ownership, land agreements and delivery statements	<p>The primary landowners are Shropshire Council and the Onslow Estate, but there are a number of smaller landowners who have agreed to cooperate in promoting the area for large scale coordinated development. The promoters submitted information regarding the suitability and deliverability of the Sustainable Urban Extension, including a Delivery Statement and concept masterplan, with full supporting material. Further information has been submitted with the current planning application for the first phase of development.</p>
Access to services/employment areas	<p>There is a good range of facilities, services and employment in the locality, including neighbourhood shopping facilities, primary schools, public houses, the Oxon Business Park and various health and care providers, including the Royal Shrewsbury and Shelton Hospitals, the Severn Hospice and the Uplands Care Home. Not close to secondary school (nearest is Longden Road).</p>
Other constraints	<p>Presence of existing residential areas and businesses, potentially affected by both the development and the provision of the Oxon Link Road. Groundwater Protection Zone at eastern end. Oxon Pool.</p>
General site related benefits	<p>Large scale site providing opportunity for co-ordinated development, consolidating and adding to an area which already has significant developed areas. Opportunity to extend an established business park, complement existing health/care facilities, and take advantage of a gateway location by A5/A458 junction for commercial development, and an established neighbourhood centre at Bicton Heath.</p>
Transport and Highways related benefits	<p>Major opportunity to provide Oxon Link Road, a leg of the Shrewsbury North West Relief Road, funded through development, to relieve Welshpool Road of through traffic and change its character to a local distributor road, and to embed sustainable transport measures in a large scale development.</p>
Strategic fit	<p>As set out in Core Strategy, the identification of the Shrewsbury West Sustainable Urban Extension forms part of a co-ordinated development strategy for Shrewsbury, helping to deliver significant greenfield development, providing both housing and employment development, and securing strategic highways/transport benefits.</p>

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Other relevant information	Delivery Statement including concept masterplan, and supporting information including outline transport strategy.
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Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Potential for palaeo-environmental deposits around Oxon Pool. Also extends in the (undesigned) park around Oxon Hall.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Water voles ▪ Reptiles ▪ Otter <p>SHREW002 includes a County Wildlife Site (Oxon Pool).</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated site, refer to HRA report</p>
Trees	Trees and hedgerows will be a significant constraint - Hedgerows & a few mature individual trees on site boundaries, a significant block of woodland (TPO worthy) alongside north side of the proposed road.
Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a very high risk of groundwater flooding (more than 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and suitable for infiltration SUDS, but some consideration will need to be given to groundwater protection.
Countryside	Part of the SHREW002 parcel, an area just north of the caravan park, takes in Oxon Pool owned by the Council and managed by Estates, advised by Outdoor Recreation Team. The site is public open space and is used by local people and visitors to the caravan park. The site is designated as a County Wildlife Site and represents areas of UK BAP priority habitat (Ponds and Wet Woodland). large parts of the site are low lying marginal marsh and fen, a UK Biodiversity Action Plan priority habitat (UKBAP).
Environment Agency	Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.

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<p>Community consultation response</p>	<p>Core Strategy Issues and Options stage consultation response for Shrewsbury West direction of growth: 30% 1st preference, 11% 2nd preference - highest scoring option in consultation responses (but skewed by multiple identical responses by a single agent). Comments from landowners/agents regarding ability for new development to pay for new road to link Holyhead Road and the A5/contribute to SNWRR, opportunity for mixed allocation including both housing and employment, and to deliver green infrastructure and local services. Emphasis from others on importance of ensuring co-ordination of development with infrastructure provision (existing and new) but mixed views on linkage with provision of SNWRR.</p> <p>SAMDev Plan Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement. Consultations were also carried out on a draft masterplan in the summer of 2013, with the results available on the dedicated website via the Council's Planning Policy webpages.</p>
<p>Statutory bodies responses to date</p>	<p>No objections to identification as a strategic location for development in the Core Strategy.</p>

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) for SHREW002 is positive for access to bus transport, the primary school, four out of the five amenities and facilities, landscape sensitivity (which is low) flood risk and development offers the opportunity to remediate 3 areas of filled ground. The assessment is negative for access to a local park or garden, proximity to both a Wildlife Site and a former landfill site and negative for agricultural land quality. All other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The Stage 2a assessment (sustainability appraisal) for SHREW035 is positive for access to bus transport, 2 out of the five key amenities and facilities nearby, low risk of flooding and the site has low landscape sensitivity. It is negative for access to a primary school, lack of access to 3 key amenities and facilities and the site is on Grade 3 agricultural land. The site is neutral for all other sustainability appraisal objectives.

The Stage 2a assessment (sustainability appraisal) for SHREW083 is positive for access to bus transport, 2 out of the five key amenities and facilities nearby, low risk of flooding and low landscape sensitivity. It is negative for access to 3 key amenities and facilities, access to a primary school and is within 250m of an historic landfill. The site is neutral for all other sustainability appraisal objectives.

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The Stage 2a assessment (sustainability appraisal) for SHREW128 is positive for access to bus transport, low landscape sensitivity, low level of flood risk and 3 out of the five key amenities and facilities nearby. It is negative for access to 2 key amenities and facilities, access to a primary school, the site is in or within a buffer zone of a designated site or a regionally important geological site, the site has tree preservation orders upon it and the site is on grade 2 agricultural land. The site is neutral for all other sustainability appraisal objectives.

The area was identified as a strategic location for development in the Core Strategy because it performs relatively well on most assessment criteria and delivers strategic benefits in terms of improvement of the town's major road network and scope for employment as well as housing development. There are some landscape sensitivity issues, particularly for employment development, but the proposal for the construction of a link road from the A5 Churncote Island to Holyhead Road significantly changes the context for this. The proposed development becomes a completion of an existing partially developed area. The areas proposed for employment development are logical in terms of being an extension to the existing Oxon Business Park and health/care development off Clayton Way, and a potential gateway site for commercial/business uses by the A5 Churncote Island. There are groundwater protection requirements, issues of protection of existing trees, hedges and woodland, noise mitigation/landscape buffer areas relating to the proposed Oxon Link Road, and questions of integration of development with the existing built up areas and business uses – but it is considered that these can be addressed in the masterplanning and design of the development as part of a coordinated and integrated approach to the development of the area as a sustainable urban extension.

It should be noted that following preparation of and consultation on the Shrewsbury West SUE masterplan, a significant change was made to the Land Use Plan for the SUE to retain the Park and Ride facility in its current location north of Welshpol Road, with the previously proposed new location becoming part of the land for housing instead.

The remainder of SHREW002 north of proposed Oxon Link Road, which includes Oxon Pool, is considered to be of rural character, where future development should be controlled. There may be scope for some new uses of land appropriate to the countryside, including further managed informal public open space linked to Oxon Pool. Bicton Parish Council is supporting the identification of a development boundary for Shepherd's Lane as part of a Bicton Village/Four Crosses area (part) Community Cluster.

Conclusion

Potential windfall site	
Realistic site	Yes

Recommendation

Allocation in Final Plan	Yes , subject to development guidelines stating: Development to deliver comprehensively planned, integrated and phased development of the SUE having regard to the SUE Land Use Plan and adopted masterplan. Development to include the provision of a new Oxon Link Road and facilitation of the improvement of the A5 Churncote Island, sustainable transport measures, an enhanced local centre at Bicton Heath, and major landscape buffers and public open space, linked with additional employment land extending Oxon Business Park and on the gateway land by the Churncote Island, and land for additional health/care development/expansion of existing businesses off Clayton Way.
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Site Ref: SHREW003		Site Name: The Hollies, Sutton Road
Size (ha)	0.4	
Indicative capacity	18	
General location	In South Eastern Shrewsbury, off Sutton Road in an existing residential area.	
Brownfield or Greenfield	Brownfield	
Potential Windfall Site	Yes. Site acceptability reviewed as part of SHLAA Update (2014). The site is suitable for a residential scheme involving conversion of existing building together with new build residential development adjoining, with development anticipated within 5 years.	

Site Ref: SHREW006		Site Name: Besford House, Trinity Street
Size (ha)	0.5	
Indicative capacity	11	
General location	The site is in central Shrewsbury, in an existing residential area on Trinity Street.	
Brownfield or Greenfield	Brownfield	
Potential Windfall Site	Yes. Site acceptability reviewed as part of SHLAA Update (2014). The site is suitable for a residential scheme involving conversion of existing building together with new build residential development adjoining, with development expected within 5 years.	

Site Ref: SHREW007		Site Name: Land at the Elms, Belvidere
Size (ha)	0.9	
Indicative capacity	15	
General location	Land off Belvidere Avenue on eastern side of Shrewsbury, surrounded by the residential area of Belvidere.	
Brownfield or Greenfield	Brownfield	
Potential Windfall Site	Yes. Site accepted in 2009 Strategic Housing Land Availability Assessment (SHLAA). Full assessment not undertaken for Preferred Options SAMDev Plan, but site acceptability will be reviewed as part of 2012 SHLAA Update.	

Site Ref: SHREW008		Site Name: Richmond House, Harlescott
Size (ha)	0.4	
Indicative capacity	16	
General location	The site is located in North Shrewsbury, Harlescott. The site is adjacent to Greenacre Primary school off Rutland, residential developments on 2 sides and with a field to the north.	
Brownfield or Greenfield	Brownfield	
Potential Windfall Site	Yes. Site acceptability reviewed as part of SHLAA Update (2014). The site is suitable for a medium / high density residential scheme subject to suitable access being secured. Due to fact that the site has been actively promoted, it is thought possible this site could come forward within the next 5 year time frame.	

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Site Ref: SHREW009		Site Name: Radbrook College Complex
Size (ha)	1.5	
Indicative capacity	59	
General location	This site is part of the Radbrook College Complex. This is eastern part of the site, located off Radbrook Road in the South West of Shrewsbury.	
Brownfield or Greenfield	Brownfield	
Potential Windfall Site	Yes. Site acceptability reviewed as part of SHLAA Update (2014).The site is considered suitable and a comprehensive scheme is preferred for the wider site with suitable access arrangements. The site is anticipated to be delivered in longer term planning period but could come forward sooner.	

Site Ref: SHREW010		Site Name: Shrewsbury Training and Development Centre
Size (ha)	0.4	
Indicative capacity	16	
General location	Off Racecourse Crescent, Monkmoor, the site is within a residential area, next to a recreational centre.	
Brownfield or Greenfield	Brownfield	
Planning history or designations	CY2006/00038 Kept as accepted. PLUMS Renewal of temporary planning permission (originally granted in 1977) for a 18-bay demountable building and link corridor	
Potential Windfall Site	Yes. Site acceptability reviewed as part of SHLAA Update (2014)..Site is suitable and currently available. Site is considered to be delivered in the next five year period.	

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Site Ref: SHREW011	Site Name: Land at Shelton Lane
Size (ha)	0.8
Indicative capacity	24 houses.
General location	North western edge of Shrewsbury
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Not in use. Overgrown woodland/pasture land
Topography	Steeply sloping northwards to the river.
Adjoining land uses and boundary features	River Severn lies 30 metres to the north. Pasture and wooded areas lie to the east and west. A public footpath follows the southern boundary (Shelton Lane) and residential development beyond this (Mountfields).
Local highway capacity/ constraints	Unachievable access from existing cul de sac and unacceptable access from the entrance to the cul de sac due to the topography of the site, and the need to cross a public footpath which is part of the Shropshire Way.
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements
Inherent landscape character²	Semi-wooded, unkempt and overgrown area of land, dropping towards the river, in an area where landscape sensitivity is generally high. Steep valley side is widely visible from the countryside to the north and from sensitive receptors such as the Severn Way.
Planning history or designations	The River Severn is a County Wildlife Site. Historic refusal of planning permission for residential development
Land ownership, land agreements and delivery statements	Trustees of Berwick Settlement. The land has been promoted by Balfours.
Access to services/employment areas	The town centre is relatively close with all facilities, services and employment opportunities. Oxon Business Park is relatively close on the Welshpool Road. The Woodfield Infant and St. George's Junior Schools are nearby. There are regular bus services on the Mount.
Other constraints	There would not be an obvious footpath diversion opportunity with regard to The Severn Way which runs along the southern boundary of the site. The only opportunity would be to re-route to the public highway which would have a significant impact on its character.
General site related benefits	None identified
Transport and Highways related	None identified

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benefits	
Strategic fit	Nothing identified
Other relevant information	None identified

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Site within 300m of a Conservation Area
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is adjacent to CWS</p> <p>The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p> <p>Site is within 10km of European designated site, refer to the HRA.</p>
Trees	Trees will be a significant constraint- The site is surrounded on three sides by mature woodland with significant mature trees on site that will restrict the area open to development. (TPO worthy trees).
Environmental Health	No comments received
Drainage: Watercourse flooding	There is a watercourse within 50m of the site boundary. Historically 6.33% of site floods and no flood event have been reported by a member of the public to the Flood Forum. No part of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a very high risk of groundwater flooding (more than 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and suitable for infiltration SUDS, but some consideration will need to be given to groundwater protection.
Countryside	No comments received
Environment Agency	No comments received

Community consultation response	Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council
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Shrewsbury Submission

	<p>commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, three out of the five amenities and facilities and landscape sensitivity (which is low). It is negative for access to the primary school, a local park or garden, a children's play area, proximity to both a Conservation Area and a Wildlife Site and agricultural land quality. All other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The Stage 2b assessment has found that the site is not suitable to identify for development or as having windfall potential. It is heavily constrained by accessibility, topography and amenity value.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW015	Site Name: Land at Crosshill
Size (ha)	6.2
Indicative capacity	186
General location	The site is located in northern Shrewsbury, adjacent to an existing residential area on Ellesmere Road.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture
Topography	Slightly undulating
Adjoining land uses and boundary features	The site is surrounded by agricultural use, with Hencott Pool and Woods to the west and an existing residential area to the east.
Local highway capacity/ constraints	Access not currently acceptable, maybe achievable if full site was developed - New link road from roundabout. Concerns on Ellesmere Road / Chester Street due to congestion. Cycle access acceptable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is assessed as of high/medium landscape sensitivity The area lies within a gently undulating rural landscape bordering a valley to the south and clearly separated from the outskirts of Shrewsbury by Ellesmere Road. This gentle landscape continues further north. Tree cover is limited although there is a stronger line of trees to the south. The area is traversed by the Marches Way. The southern edge of the area lies on the skyline when viewed from the south with Crosshill being particular prominent. The site is assessed as of medium/low capacity for housing development. At present the area has no capacity for housing as it forms part of open countryside and forms a prominent skyline when viewed from the south. There is a clear boundary between the settlement to the east and this area. However, if the north western bypass is implemented this could form a significant boundary if planted with woodland species. Whilst the southern part of the area including Cross Hill and its environs has no capacity due to its prominence on the skyline, the two fields north of the ditch may have some capacity using the proposed bypass as the north-western

Shrewsbury Submission

	boundary.
Planning history or designations	No relevant previous planning applications. SABC Local Plan protects line of North West Relief Road through site.
Land ownership, land agreements and delivery statements	Land promoted by agent Davis Meade on behalf of landowner in conjunction with SHREW017 and SHREW108.
Access to services/employment areas	Access to town centre facilities is via Ellesmere Road/Chester Street where there are congestion difficulties. Nearest employment areas are Battlefield Enterprise Park and Lancaster Road Business Park. Local centre at Mount Pleasant. Primary and secondary schools at The Grange, Harlescott.
Other constraints	None identified at this stage
General site related benefits	None identified at this stage
Transport and Highways related benefits	None identified at this stage
Strategic fit	N/A
Other relevant information	Development would be visually prominent from the Mount Pleasant Road junction.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment- An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Reptiles <p>The site is in a SSSI AND Ramsar Consultation zone.</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>HRA- Requires appropriate assessment</p>
Trees	Trees and hedgerows will be minor constraint. Hedgerows and a few mature trees on boundaries.
Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ

Shrewsbury Submission

Countryside	No comments received
Environment Agency	No comments received
Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received.

Site Assessment Summary

The site is agricultural land located to the north of Shrewsbury off Ellesmere Road.

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, access to a primary school, four out of the five amenities and facilities, landscape sensitivity (which is low) and flood risk. It is negative for access to a local park or garden and for agricultural land quality. All other sustainability objectives are neutral. The overall sustainability is thus judged to be good.

Importantly, the site is in the consultation zone for Hencott Pool SSSI and Ramsar site and within the core area of the environmental network and there would be a need for wildlife surveys prior to development. Ellesmere Road currently provides a clear physical boundary to the town in this area with land to the west having a distinctly rural character. If development were to proceed on this site independently of the wider area (site promoted together with Sites SHREW017 and 108), a new access would be required off Ellesmere Road, breaking into a currently undeveloped area. With any development off Ellesmere Road, there are concerns about increased traffic on Ellesmere Road/Chester Street, with the approach to the town centre already suffering from congestion at peak times. It is considered that if development is to be brought forward in this area, then it should be as part of a co-ordinated approach which makes allowance for the provision of the northern stretch of the Shrewsbury North West Relief Road, which remains a Council aspiration. In the absence of such an approach and with the issues identified in relation to development in this area, the site is not considered a realistic option to be identified for development.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Shrewsbury Submission

Site Ref: SHREW016	Site Name: Land off Hillside Drive, Belvidere
Size (ha)	2.1 ha (1.27 ha developable)
Indicative capacity	20
General location	Belvidere area on eastern edge of Shrewsbury.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area.
Current use	Not in use – rough pasture.
Topography	Relatively flat then falling steeply eastwards down to the River Severn.
Adjoining land uses and boundary features	Railway embankment to south, school playingfield to west, low density housing to north, River Severn to east, with countryside beyond.
Local highway capacity/ constraints	None – access acceptable via existing cul de sac (Hillside Drive). Cycle access not currently acceptable, could/would be easily achievable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site has distinct adjoining uses/boundaries which dominate the character of this relatively small, contained area. The site forms part of the Severn valley corridor (part of the site slopes steeply down to the river, with tall herb ground cover and occasional trees and shrubs) and acts as a green link between the river valley in the east and the school playingfield to the west. There are mature oak and horse chestnut trees on the southern edge and a notable mature oak within the site. There is a triangle of plantation woodland in north-western corner. The woodland/scrub area on the land sloping down to the river is excluded from the developable area proposed. The area forms the skyline from the Severn Way/river valley floor. The site is assessed as of medium landscape sensitivity and medium capacity for housing.
Planning history or designations	The River Severn is a County Wildlife Site. The mature oak and horse chestnut trees on southern edge and mature oak within the site are the subject of a group TPO.
Land ownership, land agreements and delivery statements	Site promoted by Galliers Homes, with indicative layout and supporting information submitted.

Shrewsbury Submission

Access to services/employment areas	There are primary (Portland Crescent and Crowmere Road) and secondary (Belvidere) schools and other local facilities nearby. There are regular bus services nearby.
Other constraints	The site includes land adjoining the River Severn and at risk of flooding, but the area promoted for development is above the area of flood risk. The River Severn is a County Wildlife Site, with the Severn Way running alongside it. The woodland/scrub area on the land sloping down to the river and the small area of trees by the site entrance are excluded from the developable area proposed.
General site related benefits	Proximity to and links with the Severn Valley, with scope to enhance this as an accessible green corridor. Land between the developable area and the river is offered as public open space, with walkways down to the river for amenity use.
Transport and Highways related benefits	
Strategic fit	Scope to enhance Severn Valley green corridor and links to it. Potential smaller scale land allocation contributing to range and choice of deliverable sites.
Other relevant information	Phase 1 habitat survey (2005) and ecological scoping report (2011). Highways and Drainage Report and Initial Site Layout Plan submitted (2011).

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment- An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	Site within environmental network, important buffer for River Severn County Wildlife Site – recommend that site only taken forward if ecological value and contribution to accessible greenspace maintained.
Trees	Trees and hedgerows will be a limiting constraint - Protected and un protected trees on site and along boundaries.
Environmental Health	No comments received
Drainage: Watercourse flooding	The River Severn is within 50m of the site boundary. Historically 5.36% of site floods and no flood event have been reported by a member of the public to the Flood Forum. No part of the developable area of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.

Community consultation	Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to
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Shrewsbury Submission

response	<p>particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None specific to this site

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, a primary school and three out of the five amenities and facilities. Negative scores are recorded because the whole site is within an area of natural and semi-natural open space, is more than 480m from a local park or garden and a children's play area, is within 250 of a Wildlife Site, has Tree Preservation Orders and is on grade 2 agricultural land. All other sustainability objectives are neutral. The overall sustainability of the site is thus judged to be poor.

A small and well contained greenfield site served by an existing road access (Hillside Drive). The eastern part of the site has significant value as a buffer to the River Severn County Wildlife Site and the site has features of ecological and landscape value. However, there is scope for limited low density housing development on the western part of the site, linked to the provision of accessible green space on the eastern part of the site adjoining the River Severn with links to it through the site, maintaining the site's protected trees and scrub woodland.

Conclusion

Potential windfall site	Yes
Realistic site	Yes

Recommendation

Allocation in Final Plan	Yes , subject to development guidelines stating: Development subject to retention of protected trees, provision of public open space/woodland ecology area and enhancement of footpath access to Severn Way.
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Shrewsbury Submission

Site Ref: SHREW017	Site Name: Land at Crosshill Farm
Size (ha)	41.1
Indicative capacity	1232
General location	The site is located in northern Shrewsbury, encompassing Cross Hill Farm and buildings, Hencott Wood and Pool to the west of Ellesmere Road and the Mount Pleasant residential area.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture and woodland.
Topography	Undulating site which rises up from road towards Crosshill Farm.
Adjoining land uses and boundary features	To the north, west and south, the site adjacent to agricultural land. To the west the site is also adjacent to a railway line. To the east, the site is adjacent to agricultural land, Ellesmere Road and an existing residential area.
Local highway capacity/ constraints	Access not currently acceptable, maybe achievable if full site was developed - New link road from roundabout. Concerns on Ellesmere Road / Chester Street due to congestion. Cycle access acceptable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is assessed as of high/medium landscape sensitivity The area lies within a gently undulating rural landscape bordering a valley to the south and clearly separated from the outskirts of Shrewsbury by Ellesmere Road. This gentle landscape continues further north. Tree cover is limited although there is a stronger line of trees to the south. The area is traversed by the Marches Way. The southern edge of the area lies on the skyline when viewed from the south with Crosshill being particular prominent. The site is assessed as of medium/low capacity for housing development. At present the area has no capacity for housing as it forms part of open countryside and forms a prominent skyline when viewed from the south. There is a clear boundary between the settlement to the east and this area. However, if the north western bypass is implemented this could form a significant boundary if planted with woodland species. Whilst the southern part of the area including Cross Hill and its environs has no capacity due to

Shrewsbury Submission

	its prominence on the skyline, the two fields north of the ditch may have some capacity using the proposed bypass as the north-western boundary.
Planning history or designations	No relevant previous planning applications. SABC Local Plan protects line of North West Relief Road through site, SSSI designations on Hencott Pool (within site) and Old River bed (to south of site).
Land ownership, land agreements and delivery statements	Land promoted by agent Davis Meade on behalf of landowner in conjunction with SHREW015 and SHREW108.
Access to services/employment areas	Access to town centre facilities is via Ellesmere Road/Chester Street where there are congestion difficulties. Nearest employment areas are Battlefield Enterprise Park and Lancaster Road Business Park.
Other constraints	Hencott Pool and Woods
General site related benefits	None identified at this stage
Transport and Highways related benefits	None identified at this stage
Strategic fit	N/A
Other relevant information	None identified at this stage

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment- An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is in a SSSI and Ramsar Consultation zone.</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>HRA- Requires appropriate assessment</p>
Trees	Trees and hedgerows will be a significant constraint - the north west section of the site is established woodland with areas protected by Tree Preservation Orders (TPO's) and should not be developed. Hedgerows and mature trees (including TPO'd trees) on site and boundaries will effect layout.
Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. 3.46% of the site is in Flood Zone 3a.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.

Shrewsbury Submission

Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ
Countryside	No comments received
Environment Agency	No comments received
Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and ‘south, south-west and west of Shrewsbury’, with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received.

Site Assessment Summary

The site is agricultural land located to the north of Shrewsbury and west of Ellesmere Road.

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, four out of the five amenities and facilities, landscape sensitivity (which is low) and development would offer the opportunity to remediate an area of filled ground within the site. The assessment is negative for access to a primary school and a local park or garden, proximity to; a Scheduled Ancient Monument; a Ramsar Site; a SSSI and a Wildlife Site, agricultural land quality and Tree Preservation Orders. All other sustainability objectives are neutral. The overall sustainability of the site is thus judged to be poor.

Importantly, the site is in the consultation zone for Hencott Pool SSSI and Ramsar site and within the core area of the environmental network. There are a number of trees and hedgerows some of which are protected by Tree Preservation Orders which will also constrain development. Development of the southern part of the site in particular would be highly visible as the site forms a prominent skyline when viewed from the south. Ellesmere Road to the east currently provides a clear physical boundary to the town in this area with land to the west having a distinctly rural character.

If development were to proceed on these sites (including SHREW015) a major new access would be required off Ellesmere Road, breaking into a currently undeveloped area. With any development off Ellesmere Road, there are concerns about increased traffic on Ellesmere Road/Chester Street, with the approach to the town centre already suffering from congestion at peak times. It is considered that if development is to be brought forward in this area, then it should be as part of a co-ordinated

Shrewsbury Submission

approach which makes allowance for the provision of the northern stretch of the Shrewsbury North West Relief Road, which remains a Council aspiration. In the absence of such an approach and with the issues identified in relation to development in this area, the site is not considered a realistic option to be identified for development.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW021	Site Name: Land at Pengrove
Size (ha)	0.6
Indicative capacity	2 dwellings (permission granted on appeal).
General location	The site is located in central Shrewsbury, between Kingsland Road and the River Severn, adjoining the Pengrove residential development.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The south of the site is within a Mineral Safeguarding Area
Current use	Rough pasture/disused.
Topography	Steeply sloping up from River to Kingsland Road.
Adjoining land uses and boundary features	Immediately to the north of the site is the River Severn, to the south is the Kingsland residential area, to the east the site is the Pengrove residential development, and to the west there is Burr's Field (informal riverside recreation area).
Local highway capacity/ constraints	Access proposed via Pengrove off the Kingsland Road – narrow approach, with Pengrove on a steep slope up to its junction with the Kingsland Road – so a constrained access.
Other critical infrastructure constraints¹	<p>Shrewsbury Place Plan (2011-2012)</p> <ol style="list-style-type: none"> 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	Important part of setting of River Severn and Town Centre - undeveloped riverside character.
Planning history or designations	Previous refusals for planning permission for residential use, upheld on appeal. Further application (11/05021/FUL) for 2 dwellings refused. Subsequent application (13/02527/FUL) refused, but allowed on appeal.
Land ownership, land agreements and delivery statements	Single owner promoting residential development via planning applications.
Access to services/employment areas	Town centre location close to all facilities and services.
Other constraints	Flood risk to lower part of site. Constrained access. Public footpath at front of site alongside river.
General site related benefits	Potential to enhance unmanaged/neglected riverside site.
Transport and Highways related benefits	
Strategic fit	

Shrewsbury Submission

Other relevant information	Supporting information relating to most recent planning application (13/02527/FUL).
Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Site within a Conservation Area and also within 300m of a Registered Park or Garden. Potential, setting issues for Quarry RPG
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is adjacent to CWS.</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated site, refer to HRA report.</p>
Trees	Trees and hedgerows will be a limiting constraint - large mature trees on the high ground on the south, west and north boundaries.
Environmental Health	No comments received
Drainage: Watercourse flooding	There is a watercourse within 50m of the site boundary. Historically 16% of site floods and no flood event have been reported by a member of the public to the Flood Forum. 22 % of the site is in Flood Zone 3a and 20.84% of the site is located in Flood Zone 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	No comments received
Community consultation response	Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for

Shrewsbury Submission

	<p>development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Significant level of objections to current and previous planning applications relating particularly to impact of development on riverside setting and conservation area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, access to a primary school and four out of the five key amenities and facilities. It is negative for access to a young person's recreational facility, proximity to; a Scheduled Ancient Monument; a Conservation Area; a Registered Park or Garden and a Wildlife Site, flood risk and Tree Preservation Orders. All other sustainability objectives are neutral. The overall sustainability of the site is thus judged to be poor.

This is a highly sensitive and constrained site, with significant issues relating to its riverside setting, flood risk and access. As indicated by the various planning applications for 2 dwellings, the potential development yield is, as a consequence, very restricted and the site is one that can only be considered in the context of full design detail on its merits as a potential windfall site, and so this site is not a realistic option to be identified for development.

Conclusion

Potential windfall site	Yes
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW022	Site Name: Westside, Welshpool Road
Size (ha)	0.7
Indicative capacity	22
General location	The site is located in urban fringe/countryside, north of the Welshpool Road, on the western side of Shrewsbury.
Brownfield or Greenfield	Mixed
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Dwelling and adjoining pasture land.
Topography	Relatively flat.
Adjoining land uses and boundary features	Agricultural land.
Local highway capacity/ constraints	Access acceptable - within area identified for Shrewsbury West SUE. Cycle access not currently acceptable, could be easily achievable
Other critical infrastructure constraints¹	<p>The site is within an area identified for the Shrewsbury West SUE where a coordinated approach is to be taken to development and the provision of infrastructure, including the proposed Oxon Link Road and improvements to the A5 Churncote Island junction.</p> <p>Shrewsbury Place Plan (2011-2012)</p> <ol style="list-style-type: none"> Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	<p>The site is within an area assessed as of high/medium landscape sensitivity:</p> <p>The area consists of pasture enclosed by hedgerows with trees adjacent to a farmstead. It forms part of an attractive countryside approach to Shrewsbury. Development on the north side of the A458 (Welshpool Road) to the east is intermittent with green spaces between patches of ribbon development. The area has PROWs running through it and is overlooked by adjacent semi-rural housing.</p> <p>The site area is assessed as of medium/low capacity for housing development. The Landscape Sensitivity and Capacity Study commented that if the north western bypass was implemented this would reduce the area's tranquillity and affect its role as a gap/open countryside.</p>
Planning history or designations	History related to current use.

Shrewsbury Submission

Land ownership, land agreements and delivery statements	Family owned. Land not formally part of promoted Shrewsbury West Sustainable Urban Extension, but agents have indicated owners' awareness of wider proposals.
Access to services/employment areas	Although located on the western fringe of the town, the site is in easy reach of a good range of facilities, services and employment in the locality, including neighbourhood shopping facilities, primary schools, public houses, the Oxon Business Park and various health and care providers, including the Royal Shrewsbury and Shelton Hospitals, the Severn Hospice and the Uplands Care Home. Not close to secondary school (nearest is Longden Road).
Other constraints	None known
General site related benefits	Scope to be integrated with Shrewsbury West SUE.
Transport and Highways related benefits	Scope to contribute to SUE proposals to provide Oxon Link Road, a leg of the Shrewsbury North West Relief Road, funded through development, to relieve Welshpool Road of through traffic and change its character to a local distributor road, and to embed sustainable transport measures in a large scale development.
Strategic fit	Scope to be integrated with Shrewsbury West SUE.
Other relevant information	Promotional letter received from agents for owners.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment- An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Reptiles <p>The site is not in, adjacent to, or within buffer zones of a designated site.</p> <p>The site is within 10km of European designated site, refer to the HRA report.</p> <p>The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p>
Trees	Trees and hedgerows will be a minor constraint. Scattered amenity trees on site.
Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a very high risk of groundwater flooding (more than 75% of the site is recorded as being susceptible).
Drainage: Suitability for	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and suitable for infiltration SUDS, but

Shrewsbury Submission

SUDS	some consideration will need to be given to groundwater protection.
Countryside	No comments received
Environment Agency	Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.
Community consultation response	<p>Core Strategy Issues and Options stage consultation response for Shrewsbury West direction of growth: 30% 1st preference, 11% 2nd preference - highest scoring option in consultation responses (but skewed by multiple identical responses by a single agent). Comments from landowners/agents regarding ability for new development to pay for new road to link Holyhead Road and the A5/contribute to SNWRR, opportunity for mixed allocation including both housing and employment, and to deliver green infrastructure and local services. Emphasis from others on importance of ensuring co-ordination of development with infrastructure provision (existing and new) but mixed views on linkage with provision of SNWRR.</p> <p>SAMDev Plan Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations regarding the Shrewsbury West SUE at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None specific to this site

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, an area of natural and semi-natural open space, an amenity green space, landscape sensitivity (which is low) and flood risk. It is negative for access to a primary school, the other three key facilities and amenities and proximity to a previous landfill site. All other sustainability objectives are neutral. The overall sustainability of the site is thus judged to be fair.

Viewed on its own this is an isolated site in the urban fringe on the west side of Shrewsbury, where additional housing development would not be appropriate. However, the identification of the Shrewsbury West SUE clearly changes the context for potential development. The area was identified as a strategic location for development in the Core Strategy because it performs relatively well on most assessment criteria and delivers strategic benefits in terms of improvement of the town's major road network and scope for employment as well as housing development. There are some

Shrewsbury Submission

landscape sensitivity issues, but the proposal for the construction of a link road from the A5 Churncote Island to Holyhead Road significantly changes the context for this.

This site needs to come forward alongside, if not formally as part of, the SUE and not ahead of or in isolation from the SUE, and to be linked with contributions to necessary infrastructure provision. The SAMDev Plan will need to address the policy position for this and other areas not formally part of the SUE.

Conclusion

Potential windfall site	Not at this stage – context would change with progression of Shrewsbury West SUE.
Realistic site	Yes, if linked with Shrewsbury West SUE, but not in advance of it.

Recommendation

Allocation in Final Plan	Yes, as part of Shrewsbury West SUE, but not in isolation. The site has not been included as part of the proposed allocation in the Pre-Submission Draft Plan.
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.
2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW023	Site Name: Corner Farm Drive
Size (ha)	1.3 ha.
Indicative capacity	26 houses (Planning consent:13/02423/FUL).
General location	The site is located on the western edge of Shrewsbury, off Corner Farm Drive and Gains Park Way adjoining the Gains Park residential area.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Pasture/Agriculture
Topography	Flat
Adjoining land uses and boundary features	Residential development to the north and east (Gains Park) with the buildings of Corner Farm to the west and farmland beyond. Corner Farm Drive forms the boundary of the site to the west.
Local highway capacity/ constraints	Access acceptable Cycle access acceptable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is assessed as of medium landscape sensitivity/capacity, as part of the wider area between Gains Park Way and the Bypass: The wider area consists of pasture enclosed by hedgerows with trees adjacent to a farmstead to the north and arable with removed hedgerows and remnant mature oaks to the south. It forms part of an attractive countryside approach to Shrewsbury. The wider area has two PROWs and is overlooked by adjacent housing and roads which form local noise sources reducing the area's tranquillity. The bypass is roughly at grade. The area has a similar character to the wider countryside although is cut off from this by the bypass. The Corner Farm Drive site is a small and enclosed parcel of land immediately adjacent to existing residential development and farm buildings. It is considered therefore that development would have limited landscape impact.
Planning history or designations	Site with planning permission - reference number: 13/02423/FUL
Land ownership, land agreements and delivery statements	Single ownership, with local house-building company Shropshire Homes promoting the site.

Shrewsbury Submission

Access to services/employment areas	This is a peripheral site, but there are good local facilities and services in the Gains Park/Racecourse Lane and Welshpool Road areas. There are employment opportunities at Oxon Business Park on Welshpool Road and at the Royal Shrewsbury and Shelton Hospitals.
Other constraints	
General site related benefits	Small scale deliverable site adding to range and choice of sites.
Transport and Highways related benefits	Corner Farm Drive is proposed to be brought up to adoptable standards.
Strategic fit	
Other relevant information	Promotional material including indicative layout submitted by promoters (Shropshire Homes). Subsequently a full application has been submitted and approved - reference number: 13/02423/FUL.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment- An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Reptiles <p>The site is not in, adjacent to or within a buffer zones of a designated site.</p> <p>The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated site, refer to HRA report.</p>
Trees	Trees and hedgerows will be a minor constraint. Good specimen trees on site and along boundaries.
Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a very high risk of groundwater flooding (more than 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and suitable for infiltration SUDS, but some consideration will need to be given to groundwater protection.
Countryside	No comments received
Environment Agency	Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow.

Shrewsbury Submission

	This indicates the risk of flooding from this site is low or can be managed appropriately.
Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and ‘south, south-west and west of Shrewsbury’, with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, an area of natural and semi-natural open space, an amenity green space, landscape sensitivity (which is low) and flood risk. It is negative for access to a primary school, the other three facilities and amenities and Tree Preservation Orders. All other sustainability objectives are neutral. The overall sustainability of the site is thus judged to be fair.

This is a small scale, deliverable site with only limited constraints and impacts. Additional tree and woodland planting is proposed by the promoter in order to provide further screening/buffer areas, and Corner Farm Drive is proposed to be brought up to adoptable standards.

Conclusion

Potential windfall site	
Realistic site	Yes, site now with planning permission - reference number: 13/02423/FUL.

Recommendation

Allocated in Final Plan	Yes , subject to development guidelines stating: Development to be accessed off Corner Farm Drive.
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Shrewsbury Submission

Site Ref: SHREW027	Site Name: Land off Preston Street and East of London Road
Size (ha)	Overall area including Site Ref SHREW001 (22ha): 84 ha Option 1: Land off Preston Street: 17 ha Option 2: Additional 45 ha of land off Preston Street and east of London Road Option 3: Additional 22 ha of land north of London Road (Site SHREW001) – approximately 7 ha developable land.
Indicative capacity	Overall area including Site Ref SHREW001: 1,500 dwellings (as previously promoted). Option 1 - Land off Preston Street: 400 dwellings in two phases of 200 each (as initially promoted). Southern part of Option 2 land - land east of London Road (north-east of Shrewsbury College): Approximately 400 dwellings.
General location	South-eastern edge of Shrewsbury between Preston Street, London Road and the River Severn. Links with land to south (SHREW001) through to London Road south of College and Crematorium.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The northern and south western part of the site is within a Mineral Safeguarding Area.
Current use	Primarily agriculture – arable and improved grassland – around Weir Hill Farm and Robertsford House, plus residential caravan park, electricity substation off Preston Street.
Topography	Land gradually slopes down to River Severn.
Adjoining land uses and boundary features	Residential to north (Preston Street and Portland Crescent) and west Mayfield Drive), education and related playingfields to west (Prestfelde School - private) and south-west (Shrewsbury College of Arts and Technology), Shrewsbury Crematorium and agricultural land to south, and River Severn to east, with countryside beyond.
Local highway capacity/ constraints	Preston Street constrained by on-street parking opposite Courts and sharp turn to Portland Crescent, while Column roundabout has some capacity issues at peak times. Proposals for the larger potential development area (with SHREW001) have included an access road across SHREW001 to London Road and the Highways Officers advise that a new access to London Road would be required for development beyond Option 1 (400 dwellings) in view of the constraints on Preston Street/Column roundabout. The A5 Emstrey Roundabout junction has significant capacity issues and has been identified as a priority for improvement by the Highways Agency. London Road itself has some constraints as a route towards the town centre, having on street parking on one side on the approach to the Column roundabout, and partial/narrow cycle lanes in places (recent scheme implemented to improve cycle facilities).
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water.

Shrewsbury Submission

	<p>3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution.</p> <p>4. A5 junction improvements – A number of A5 junction improvements have been identified, including the Emstrey Island junction.</p>
Inherent landscape character ²	<p>The area comprises of farmed valley sides sloping down to the River Severn with scattered farmhouses and dwellings, a mix of arable and pastoral land, and woodland alongside the River Severn. The most sensitive part of the wider area is the river corridor and adjacent land and views from this - the Severn Way runs adjacent to the river. The open character of the Option 1 land is impacted upon by the farmhouses, electricity substation, power lines and caravan park, and this land immediately adjoins the existing built up area, whereas the land further south adjoins the College's sports facilities. Generally, the western parts of the area have greater landscape capacity for housing.</p> <p>Both the Option 1 and extended Option 2 areas are assessed as of high/medium sensitivity but medium capacity for housing development.</p>
Planning history or designations	The River Severn is a County Wildlife Site. Site was promoted for inclusion in previous Borough Local Plan, but not included following Inspector's Report on Local Plan Public Local Inquiry.
Land ownership, land agreements and delivery statements	Detailed site assessment and promotional material submitted for major, comprehensively planned development. Option 1 and 2 land owned by national housebuilders. Potentially linked site SHREW001 owned by Shropshire Council, with the owners of Option 1 and 2 land having an agreement to take an access across it to London Road. Discussions also being held with Shrewsbury College regarding scope for co-ordinated development and access to London Road over College land.
Access to services/employment areas	Close to College and Shirehall. Nearest (limited) commercial facilities (including newsagent and public house) are by the Column roundabout to the east. There are primary schools at Portland Crescent and at Mereside on the Wenlock Road, with the nearest secondary schools being Belvidere (Crowmere Road) and the Wakeman (Abbey Foregate) – Wakeman School to be closed. There is a medical practice on Belvidere Road. There are regular bus services along Preston Street and Portland Crescent, and on London Road.
Other constraints	Overhead power lines and substation close to Preston Street. The promoted development areas lie above the areas of flood risk. The River Severn is a County Wildlife Site, with the Severn Way running alongside it. A public right way runs from Preston Street down to the Severn Way. Existing residential properties within site (including Sunfield Park, Weir Hill Farm, and Robertsford House).
General site related benefits	Proximity to and links with the Severn Valley, with scope to enhance this as an accessible green corridor.
Transport and Highways related benefits	Potential to contribute to tackling existing highways constraints on Preston Street and at the Column roundabout, and to provide a direct pedestrian/cycle link to Shrewsbury College (linked to Option1); potential to provide an alternative highway access from Preston Street/Portland Crescent to/from London Road (linked to more major development - Options 2 and 3).
Strategic fit	The area has the potential to contribute significantly to meeting the town's strategic housing requirement through large scale co-ordinated development, in view of the amount of land available. The site also provides scope to enhance the Severn Valley and links to it as an accessible green corridor, and to facilitate any future development plans for the Shrewsbury College of Arts and Technology.
Other relevant	Development Framework documents, up to date ecological assessment,

Shrewsbury Submission

information	flood risk and drainage evidence, highways and transportation evidence, and detailed landscape assessment submitted.
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Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Prehistoric cropmark enclosure present on SW boundary of site, with wider potential for prehistoric sites to be present elsewhere. Earthwork remains of medieval ridge and furrow present in pasture fields east of Robertsford House.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is adjacent to a County Wildlife Site.</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated site, refer to HRA report.</p>
Trees	Trees and hedgerows will be a limiting constraint. TPO'd woodland on NE river bank - significant hedgerows, groups of trees and individual trees on site and along boundaries.
Environmental Health	No comments received
Drainage: Watercourse flooding	A watercourse runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. Historically 9.12% of the site floods, but no flood events have been reported by members of the public to the Flood Forum. 9.54% of the site is in Flood Zone 3a and 9.18% of the site is in Flood Zone 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed

Shrewsbury Submission

	appropriately.
Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and ‘south, south-west and west of Shrewsbury’, with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None specific to this site

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, an area of natural and semi-natural open space, an amenity green space, and development would offer the opportunity to remediate several areas of filled ground. The assessment is negative for access to a primary school, proximity to both a Wildlife Site and a Regionally Important Geological Site, agricultural land quality and the eastern part of the site contains an area of natural and semi-natural open space. All other sustainability objectives are neutral. The overall sustainability of the site is thus judged to be poor.

The Stage 2b assessment indicates that whilst the river corridor is sensitive in landscape terms, the western parts which abut against and contain existing development are less sensitive in landscape terms and are assessed to have capacity to accommodate development. There is existing road infrastructure and the area is naturally contained (by the river corridor). There are, however, constraints and wider considerations, including traffic capacity issues on Preston Street and at the Column roundabout, with a need for a new access to/from London Road if more than 300-400 new dwellings are proposed, potential impact of major development on the A5 Emstrey junction, the continuing importance of the Severn Valley as a green corridor (with associated landscape and wildlife value) and the access links to it, the presence of overhead power lines and major electricity substation, the residential amenities of existing properties, and the need to ensure that the long terms development needs of the Shrewsbury College are not compromised. Taking all of this into account, it is considered that there is scope for significant development of land off Preston Street and London Road provided the issues identified are satisfactorily addressed. The Option 1 proposals, accessed off Preston Street and subject to phasing over the plan period and traffic impact mitigation measures, were seen as a preferred option for allocation.

However, the Council explored the inclusion of a further phase of 300-400 dwellings to the south of the identified area subject to an access from London Road and linking to Preston Street, and enabling the improvement of facilities at Shrewsbury College (southern part of the Option 2 land). This extension was considered to have the scope to provide some strategic benefits, but delivery of these needs to be demonstrated and again there needed to be appropriate protection of the River

Shrewsbury Submission

Severn corridor and mitigation measures as may be necessary. It was considered that extension to this land to the south of the Option 1 land, rather than to the north, is preferable because it can be accessed from London Road, deliver the link road and potentially support the development of the College, whereas the land to the north would place further traffic demands on Preston Street and Portland Crescent and not bring wider benefits.

Following consideration of issues arising from the consultation responses, modified proposals have been taken forward into the Pre-Submission Draft Plan, with a maximum of 150 dwellings to be accessed off Preston Street, and a further 400-450 dwellings to be accessed off London Road. For both areas, development is proposed to be drawn back from the river corridor and to be subject to landscaping in order to reduce the impacts on this important green corridor.

In addition, it was considered that part of the Option 3 land could be identified for future development independently (see SHREW001).

Conclusion

Potential windfall site	
Realistic site	Yes

Recommendation

Allocation in Final Plan	<p>Yes, subject to development guidelines stating: Co-ordinated development of two linked sites with new footpaths/cycleways and bus route through the development but not a direct route for traffic between London Road and Preston Street, maintaining existing public rights of way and improving public access to the River Severn through the site, and providing new riverside public green space and a well landscaped edge to the developed area:</p> <ul style="list-style-type: none"> (a) Land at Weir Hill Farm/Robertsford House, Preston Street – a maximum of 150 houses to be accessed off Preston Street, subject to highway improvements to Preston Street and the Column roundabout, new open space to Preston Street and a landscape buffer to Sunfield Park; (b) Land off London Road – approximately 400-450 houses to be accessed off London Road, with the preferred option for the access route being over land owned by the Shrewsbury College of Art and Technology between the College and the Crematorium, subject to the improvement of facilities, including parking, at the College. The alternative access route, if required, is over land owned by Shropshire Council with the junction with London Road being further south near to the A5 Emstrey junction opposite to Shrewsbury Business Park.
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Shrewsbury Submission

Site Ref: SHREW028, 029, 077, 075, 107, 114, and 127/ELR02 and 66	Site Name: Shrewsbury South Sustainable Urban Extension: Land north and south of Oteley Road, and off Thieves Lane.
Size (ha)	SHREW028: 5.36 SHREW029: 1.11 SHREW077: 1.08 SHREW075: 1.01 SHREW107: 58.1 SHREW114: 9.46 SHREW127: 9.91
Indicative capacity	Shrewsbury South SUE: 950 dwellings, 26 hectares of employment land, local centre and associated land uses.
General location	Land on southern edge of Shrewsbury inside A5 Bypass, between Meole Brace Retail Park and Shrewsbury Business Park.
Brownfield or Greenfield	Primarily greenfield, but including some brownfield sites (Garden Centre and Nursery).
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Coal Authority Referral Area. The site is within a Mineral Safeguarding Area.
Current use	Agriculture, Sutton Grange Nursery, and Percy Thrower's Garden Centre.
Topography	Land north of Oteley Road – sloping down to Rea Brook to the north. There are good views toward the town centre from Oteley Road. Land south of Oteley Road – undulating and gently rising to the east, with land south of the Bypass rising markedly. Land off Thieves Lane – narrow area of land falling steeply to east and to west, where there is a kettlehole lake.
Adjoining land uses and boundary features	The area has strong boundary features. Thieves Lane and Oteley Road (former A5) run east to west through the area and parallel to the A5/A49 bypass to the south. At the eastern end, the area adjoins land allocated for Phase 2 of the Shrewsbury Business Park. In the central section, the area north of Oteley Road is residential (Sutton Farm estate), while the Sutton Grange land has the Rea Brook valley and the Whitecroft estate to the north and the Meole Golf Course to the west. At the western end, there are residential properties fronting Oteley Road and the Greenhouse Meadow Football Stadium, with the Cardiff railway line and Meole Brace Retail Park then the western edge of the area. Land south of the A5/A49 Bypass is primarily agricultural, but with a number of major activities present, including Salop Caravans, the Council nursery, and Bayston Hill Quarry.
Local highway capacity/constraints	Access acceptable - SUE site to include improvements to local highway network, contributions to improvement of strategic road network, and sustainable transport measures. Cycle access not currently acceptable, may be achievable if full site developed.
Other critical infrastructure constraints¹	Flood Risk in Rea Brook Valley and by MoneyBrook. <u>Shrewsbury Place Plan (2011-2012)</u> 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with

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	<p>Severn Trent Water.</p> <p>3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution.</p> <p>4. A5 junction improvements – A number of A5 junction improvements have been identified, including the Preston Boats, Emstrey Island and A49 junctions.</p>
<p>Inherent landscape character ²</p>	<p><u>Land south of Oteley Road:</u> Assessed as of medium/low landscape sensitivity.</p> <p>West of site: The area has already been partly developed by the Football Stadium. The area has relatively low intrinsic value, is generally orientated north and is bordered by roads. The rest of the area may be suitable for development which ameliorates the effects of the stadium and in particular mitigates the impact on residents to the north.</p> <p>East of site: The area is on gently rising land forming a gentle ridge which also forms the skyline locally. There is a mix of mainly arable with some pastoral in lower areas with low hedges and overall is of limited intrinsic value. The main issue is the skyline although the area is seen in the context of development.</p> <p>West of site: The site is assessed as of medium capacity for housing development and high/medium capacity for employment development</p> <p>The area may have some capacity to housing possibly in conjunction with the adjacent housing area - generally this will be on a small scale. The area may have some capacity for commercial or employment uses relating to the use of the stadium.</p> <p>East of site: The site is assessed as of high/medium capacity for housing.</p> <p>The area does have capacity for housing. The issue of the skyline would need to be addressed to ensure that the impact would not be unacceptable. Well vegetated green space in this location may be appropriate. Housing should also have a vegetated buffer between it and the bypass the minimum of 15m so screening can be maximised and development does not appear overbearing and cramped.</p> <p><u>Land north of Oteley Road:</u> Assessed as of high/medium landscape sensitivity:</p> <p>The area is a sloping valley side running down to the Rea Brook to the north. It is a combination of arable and pastoral uses with outgrown hedges and mature trees. Most of the intrinsic sensitivity of the area lies in the valley floor, steeper slopes and in the hedgerows and tree cover and the area's function as part of the open space corridor of the valley. It is crossed by Public rights of way which link into the valley corridor. And the area is overlooked by adjacent housing which form a pleasant edge to the settlement.</p> <p>The site is assessed as of medium capacity for housing development:</p> <p>The area has only limited capacity for housing as it needs to avoid the valley floor and steeper slopes and sensitive elements such as hedgerows and trees. The area needs to continue to function as part of the green space</p>

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	<p>corridor through the settlement.</p> <p><u>Land off Thieves Lane</u> The site is assessed as of medium/low landscape sensitivity:</p> <p>The area is a strip of remnant farmland cut off by the bypass and sandwiched between this and relatively recent commercial development. The area gently rises from the Severn valley floor with steeper slopes to the east and the west. The central area is grazed and relatively flat with limited intrinsic value. The area to the west is a steep valley with a pond which does have positive character and ecological sensitivity which should be retained. The eastern triangle slopes steeply to the roundabout is therefore highly visible and therefore visually sensitive.</p> <p>The site is assessed as of medium capacity for housing development:</p> <p>The central field would have capacity for housing if it is thought appropriate although the adjacent land use of commercial development would suggest an extension to the business park may be more appropriate [see below]. The fields to the east and west should be kept clear of development.</p> <p>The central field has capacity for an extension to the business park but the built form should be kept away from the edge of the bypass to ensure that it does not appear overbearing or crammed. The fields to the east and west should be kept clear of development.</p>
<p>Planning history or designations</p>	<p>Various for existing developments within the area (including Garden Centre and Nursery). The Rea Brook Valley and land north of Oteley Road was identified as Greenspace in former Borough Local Plan.</p> <p>Planning permission for parts of the SUE site :</p> <p>Garden Centre redevelopment/local centre planning permission reference number: 12/01946/FUL;</p> <p>Sutton Grange (land north of Oteley Road) planning permission reference number: 13/00893/FUL).</p>
<p>Land ownership, land agreements and delivery statements</p>	<p>Shrewsbury South Consortium, Frank Will Trust, Shropshire Council, Garden and Leisure and a number of other independent landowners involved in the promotion of the Sustainable Urban Extension (SUE), with agreement to co-operate between main parties. Delivery Statement and concept masterplan produced for initial promotion. More detailed masterplan subsequently prepared and consulted upon in 2012. This was adopted by the Council in November 2012 to guide the future development of the area. A Memorandum of Understanding has been agreed between the main interested parties to ensure a co-ordinated approach is taken to the development, particularly with regard to the provision of infrastructure and affordable housing.</p>
<p>Access to services/employment areas</p>	<p>Close to Meole Brace Retail Park and local centre on Sutton Farm Estate. Reasonable proximity to primary schools at Mereside and Meole Village, and secondary schools on Longden Road. Major employment opportunities at Shrewsbury Business Park and Meole Brace Retail Park.</p>
<p>Other constraints</p>	<p>A5/A49 trunk road along southern edge, Football Stadium on Oteley Road, Cardiff-Crewe rail line to west. Kettlehole lake by Wenlock Road.</p>
<p>General site related benefits</p>	<p>Large scale site providing opportunity for co-ordinated development, including a new strategic employment site in an appropriate location and an extension to an established business park. Extends built-up area out to the physical boundary of the Shrewsbury Bypass. Area already has significant development, including Football Stadium and Garden Centre. Rea Brook Valley provides a major green infrastructure resource.</p>

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Transport and Highways related benefits	Opportunity to secure significant contributions to enable improvements to local and strategic highway network, change the character of Oteley Road (former trunk road) and to embed sustainable transport measures in a large scale development.
Strategic fit	As set out in Core Strategy, the identification of the Shrewsbury South Sustainable Urban Extension forms part of a co-ordinated development strategy for Shrewsbury, helping to deliver significant greenfield development, providing both housing and employment development, and securing strategic highways/transport benefits.
Other relevant information	Delivery Statement including concept masterplan, and supporting information, including ecological, landscape and visual assessments, noise, air quality and flood risk assessments, archaeological evaluation(land at Sutton House Farm) and highways and drainage notes. Masterplan to guide the development of the area adopted by Council in November 2012. Planning permission for parts of the SUE site - see above.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	<p>Potential for below ground remains of prehistoric sites. Medieval and post-medieval trackway crosses site on same alignment as the parish boundary. 18th and early 19th century coal workings exist around The Hawthorns.</p> <p>Site SHREW114: Site includes 2 Listed Buildings (Grade II and Grade II*) also potential for medieval or earlier settlement remains associated with shrunken settlement of Sutton.</p>
Biodiversity	<p><u>Land south of Oteley Road</u> There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Reptiles <p>The site is not in, adjacent to or within buffer zones of a designated site.</p> <p>The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated site, refer to HRA report.</p> <p><u>Land north of Oteley Road:</u> There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> • Extended Phase 1 • Bats • Reptiles <p>The site is adjacent to LNR.</p> <p>The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated site, refer to HRA report.</p>

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	<p><u>Land off Thieves Lane</u></p> <p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> • Extended Phase 1 • Bats • Great Crested Newts • Water voles • Reptiles • Otter <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p>
Trees	Limited tree and hedgerow constraints
Environmental Health	<p><u>Land South of Oteley Road/Off Thieves Lane</u></p> <p>Site close to Bayston Hill quarry: noise, vibration and dust issues. Also borders main A5 bypass - noise issues from road traffic throughout day and night. Acceptable but with noise protection required.</p>
Drainage: Watercourse flooding	<p>Watercourses (Rea and Money Brooks) run through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage.</p> <p>Site SHREW107: No watercourse flooding has been recorded and 3 flood events have been reported by members of the public to the Flood Forum. 3.50% of the site is in Flood Zone 3a and 0.41% of the site is in Flood Zone 3b.</p> <p>Site SHREW114: Historically 1.37% of site floods and 1 flood event has been reported by a member of the public to the Flood Forum. 2.21% of the site is in Flood Zone 3a and 2.21% is in Flood Zone 3b.</p>
Drainage: Surface water flooding	<p>SHREW107: Less than 10% of the site is susceptible to surface water flooding.</p> <p>SHREW114: Less than 10% of the site is susceptible to surface water flooding.</p> <p>SHREW127: Less than 10% of the site is susceptible to surface water flooding.</p>
Drainage: Groundwater flooding	<p>Most: There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).</p> <p>SHREW029: There is a medium risk of groundwater flooding (between 25 and 50% of the site is recorded as being susceptible).</p>
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	<p><u>Land north of Oteley Road:</u> Further assessment/modelling would be needed to support any allocation to ascertain how much of the site is developable, or there is an unmapped small watercourse. Rea Brook FZ3 in north of site and unmodelled ordinary watercourse running through site.</p> <p>Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.</p>
Community consultation	Core Strategy Issues and Options stage consultation response: 11% first preference, 31% 2nd preference (but skewed by multiple identical responses by a single agent).

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<p>response</p>	<p>Comments from agent that clear from evidence base that is best location for growth in the town - identified as suitable for both housing and employment use, with no major constraints, and can provide for a range of needs as part of a comprehensive scheme without the need to break into new areas of countryside, close to existing green infrastructure and access network which can be enhanced.</p> <p>SAMDev Plan Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p> <p>Consultations were also carried out on a draft masterplan in the summer of 2012, with the results available on the dedicated website via the Council's Planning Policy webpages.</p>
<p>Statutory bodies responses to date</p>	<p>None specific to this site</p>

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) for SHREW028 is positive for access to bus transport, four out of the five key amenities and facilities and flood risk. The assessment is negative for access to a primary school and a local park or garden, proximity to a Wildlife Site, agricultural land quality and also shows that part of the site was used as a landfill site in the past. All other sustainability objectives are neutral. The overall sustainability of the site is thus judged to be poor.

The Stage 2a assessment (sustainability appraisal) for SHREW029 is positive for access to bus transport, three out of the five key amenities and facilities, landscape sensitivity (which is low) and flood risk. It is negative for access to a primary school, a local park or garden and a young person's recreational facility. All other sustainability objectives are neutral. The overall sustainability of the site is thus judged to be fair.

The Stage 2a assessment (sustainability appraisal) for SHREW077 is positive for access to bus transport, 1 out of the five key amenities and facilities nearby and low risk of flooding. It is negative for access to a primary school, lack of access to 4 key amenities and facilities, The site is neutral for all other sustainability appraisal objectives.

The Stage 2a assessment (sustainability appraisal) for SHREW107 is positive for access to bus transport, four out of the five key amenities and facilities nearby. Landscape character varies throughout the site. Flood risk varies with a small western section of the site having low and high flood risk with no land contamination issues or habitat or geological designations. It is negative for

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access to the primary school, 2 key amenities and facilities. The site is neutral for all other sustainability appraisal objectives.

The Stage 2a assessment (sustainability appraisal) for SHREW114 is positive for access to bus transport, three out of the five key amenities and facilities nearby. Flood risk varies with a small northern section of the site having low and high flood risk. It is negative for access to the primary school, the site is located on an area of natural or semi natural space, lacks 2 key amenities and facilities, within a 100m buffer of LNR and over half the site has Tree Preservation Orders. The site is neutral for all other sustainability appraisal objectives.

The Stage 2a assessment (sustainability appraisal) for SHREW127 is positive for access to bus transport, three out of the five key amenities and facilities nearby. It is negative for access to the primary school, lacks 2 key amenities and facilities, on Grade 3 agricultural land and the western part of site is within a 250m buffer zone of a historic landfill site. The site is neutral for all other sustainability appraisal objectives.

The area was identified as a strategic location for development in the Core Strategy because it performs particularly well for employment and commercial development linked to its good road accessibility, and it has capacity to deliver major housing development and to enhance the Rea Brook Valley as a major element of the town's green infrastructure. Although there are environmental considerations affecting parts of the area, such as the flood risk and ecological value of the Rea Brook Valley, and there will be a need for noise mitigation measures with regard to the A5 trunk road, careful masterplanning and design provides the means to achieve a sustainable urban extension delivering strategic benefits. Development can be integrated with existing infrastructure and would be a continuation of development in the area. The masterplan prepared and adopted to guide the development of the area has taken forward the consideration of these issues.

Conclusion

Potential windfall site	
Realistic site	Yes - Planning permission now granted for parts of the site : Garden Centre redevelopment/local centre planning permission reference number: 12/01946/FUL; Sutton Grange (land north of Oteley Road) planning permission reference number: 13/00893/FUL).

Recommendation

Allocation in Final Plan	Yes , subject to development guidelines stating: Development to deliver comprehensively planned, integrated and phased development of the SUE having regard to the SUE Land Use Plan and adopted masterplan. Development to include the provision of a local centre combined with relocated garden centre south of Oteley Road, major green infrastructure areas, including in the Rea Brook Valley, contributions to A5 junction improvements and sustainable transport measures, the provision of a new strategic employment site south and east of the Football Stadium and Phase 3 of Shrewsbury Business Park off Thieves Lane.
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Shrewsbury Submission

Site Ref: SHREW032/R	Site Name: Land off Pulley Lane, Meole Brace
Size (ha)	4.8
Indicative capacity	144
General location	Land north of Pulley Lane, south of Meole Village on the southern edge of Shrewsbury. The site lies between the Rea Brook and Pulley Lane. SHREW033/R adjoins the eastern boundary and SHREW137/R the western boundary.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture
Topography	Slight incline
Adjoining land uses and boundary features	The north of the site is adjacent to the Rea Brook, with agricultural land to the west and east of the site and Pulley Lane to the south, with countryside, the A5 bypass and Bayston Hill beyond.
Local highway capacity/ constraints	Access acceptable Cycle access not currently acceptable, maybe achievable if full site was developed
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is part of an area assessed as of high landscape sensitivity: The area forms part of the Rea Brook corridor between the southern outskirts of the town and the bypass in cutting. The area to the north of the Rea Brook is small-scale sloping pasture with an established indented settlement edge and significant tree cover. Although the field to the south of the brook is of intrinsically more limited value the overall area does contribute to the setting of the town and its separation from Bayston Hill. The Rea Brook and its sinuous natural course forms an attractive corridor. Two long distance footpaths cross the area and enter Shrewsbury, the Marches Way in the western side and the Shropshire Way on the eastern side. The site is assessed as of medium/low capacity for housing development. The area has very limited capacity for housing due to its function as a gap between Shrewsbury and Bayston Hill, its role as part of the Rea Brook corridor, the intrinsic qualities of the area north of the Rea Brook and the fine grain indented edge to the town.

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Planning history or designations	Outline planning permission was refused in 2009 for the erection of a care village.
Land ownership, land agreements and delivery statements	The site was being promoted by Turley Associates on behalf of the landowner.
Access to services/employment areas	The site is close to Meole Brace CE Primary school, there are bus stops close to the site allowing public transport access to the town centre. Also it is close to Meole Brace Retail Park, which would provide services including a supermarket and other shops, and which provide employment opportunities.
Other constraints	
General site related benefits	N/A
Transport and Highways related benefits	N/A
Strategic fit	The site is outside the town's development boundary and is not adjacent to it. Development of this site would impinge on the strategic gap between Bayston Hill and Shrewsbury, which is valued by the local community.
Other relevant information	Supporting information for care home application.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Site crossed by line of Roman road
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is not in, adjacent to or within a buffer zones of a designated site.</p> <p>The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated site, refer to HRA report.</p>
Trees	Trees and hedgerows will be a minor constraint. Hedgerow and mature trees on east boundary significant trees along the Reabrook
Environmental Health	No comments received
Drainage: Watercourse flooding	A watercourse runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. Historically 7.89% of site floods and 1 flood event has been reported by members of the public to the Flood Forum. 1.45% of the site is in Flood Zone 3a and 1.04% of the site is in Flood Zone 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater	There is a high risk of groundwater flooding (between 50 and 75% of the site is recorded as being susceptible).

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flooding	
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	Further assessment/modelling would be needed to support any allocation to ascertain how much of the site is developable, or there is an unmapped small watercourse- Site out of FZ3 but also ordinary w/c running along eastern boundary

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and ‘south, south-west and west of Shrewsbury’, with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, a primary school and 4 out of the five key amenities and facilities. It is negative for access to a local park or garden, agricultural land quality and proximity to a former landfill site. All other sustainability objectives are neutral. The overall sustainability of the site is thus judged to be good.

The site is part of a larger area between Pulley Lane and the Rea Brook on the southern edge of Shrewsbury being promoted for development. Stage 2b assessment has found that the area has high landscape sensitivity as it contributes to the gap between Shrewsbury and Bayston Hill and the community is concerned to ensure that this gap remains. The site is in the major Rea Brook green corridor. These issues are compounded by the fact the site is not well related to the existing built up area and it is outside and not adjacent to the existing development boundary. The site is not, therefore, considered suitable to be identified for development.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Shrewsbury Submission

Site Ref: SHREW033/R	Site Name: Land off Pulley Lane, Meole Brace
Size (ha)	1.1
Indicative capacity	33
General location	The site is located on the southern edge of Shrewsbury, north of Pulley Lane and south of the Rea Brook, west of the Chatford Drive existing residential area. Promoted site SHREW032/R is to the west.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture
Topography	Gently sloping to the Rea Brook.
Adjoining land uses and boundary features	Chatford Drive residential area is to the east, the Rea Brook to the north and agricultural land to the west. Pulley Lane is the southern boundary, with countryside, the A5 bypass and Bayston Hill beyond.
Local highway capacity/ constraints	Access acceptable. Cycle access not currently acceptable, maybe achievable if full site was developed
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is part of an area assessed as of high landscape sensitivity: The area forms part of the Rea Brook corridor between the southern outskirts of the town and the bypass in cutting. The area to the north of the Rea Brook is small-scale sloping pasture with an established indented settlement edge and significant tree cover. Although the field to the south of the brook is of intrinsically more limited value the overall area does contribute to the setting of the town and its separation from Bayston Hill. The Rea Brook and its sinuous natural course forms an attractive corridor. Two long distance footpaths cross the area and enter Shrewsbury, the Marches Way in the western side and the Shropshire Way on the eastern side. The site is assessed as of medium/low capacity for housing development. The area has very limited capacity for housing due to its function as a gap between Shrewsbury and Bayston Hill, its role as part of the Rea Brook corridor, the intrinsic qualities of the area north of the Rea Brook and the fine grain indented edge to the town.
Planning history or	Planning application for affordable housing: 13/03793/FUL – consent

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designations	granted.
Land ownership, land agreements and delivery statements	The site was being promoted by Turley Associates on behalf of the landowner. Subsequently Wrekin Housing Trust/Shropshire Homes have secured planning consent for an affordable housing scheme on the site.
Access to services/employment areas	The site is close to Meole Brace CE Primary school, there are bus stops close to the site allowing public transport access to the town centre. Also it is close to Meole Brace Retail Park, which would provide services including a supermarket and other shops, which also provide employment opportunities.
Other constraints	Public rights of way across and along eastern boundary of site.
General site related benefits	N/A
Transport and Highways related benefits	N/A
Strategic fit	Development of this site would impinge on the strategic gap between Bayston Hill and Shrewsbury, which is valued by the local community.
Other relevant information	Information submitted with planning application 13/03793/FUL.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Site crossed by line of Roman road
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is not in, adjacent to or within a buffer zones of a designated site</p> <p>The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated site, refer to HRA report.</p>
Trees	Trees and hedgerows will be a minor constraint. Hedgerow and mature trees on west boundary Woodland block on north boundary
Environmental Health	No comments received
Drainage: Watercourse flooding	A watercourse runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. No watercourse flooding has been recorded and 1 flood events have been reported by members of the public to the Flood Forum. No part of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a high risk of groundwater flooding (between 50 and 75% of the site is recorded as being susceptible).

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Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	Further assessment/modelling would be needed to support any allocation to ascertain how much of the site is developable, or there is an unmapped small watercourse- Outside FZ3 but unmapped ordinary w/c running along western boundary of site
Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, a primary school and 4 out of the five key amenities and facilities. It is negative for access to local park or garden and proximity to both a Local Nature Reserve and a former landfill site. All other sustainability objectives are neutral. The overall sustainability of the site is thus judged to be good.

The site is part of a larger area between Pulley Lane and the Rea Brook on the southern edge of Shrewsbury being promoted for development. Stage 2b assessment has found that the area has high landscape sensitivity as it contributes to the gap between Shrewsbury and Bayston Hill and the community is concerned to ensure that this gap remains. The site is in the major Rea Brook green corridor and has public rights of way across/along it. These issues are compounded by the fact the site is not well related to the existing built up area. The site is not, therefore, considered suitable to be identified for development.

Conclusion

Potential windfall site	No
Realistic site	No (but site subsequently granted permission for an affordable housing scheme as an 'exception site'.

Recommendation

Allocation in Final Plan	No
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Shrewsbury Submission

Site Ref: SHREW036/R	Site Name: Land off Pulley Lane
Size (ha)	2.3
Indicative capacity	68
General location	The site is located on the southern outskirts of Shrewsbury. The site is south of Pulley Lane, with Chatford Drive existing residential area to the north.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area The site is adjacent to a Coal Authority Referral Area
Current use	Agriculture
Topography	Relatively flat
Adjoining land uses and boundary features	Pulley Lane is the northern boundary of the site, with Chatford Drive housing area beyond. To the east the site is Hereford Road and a Meole Brace A5 Roundabout. The A5 is to the south, with Dobbies Garden Centre beyond and Lower Pulley Cottages are to the west.
Local highway capacity/ constraints	Access acceptable. Cycle access not currently acceptable, maybe achievable if full site was developed.
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	No site specific assessment. General sensitivity low (Shropshire Landscape Character Assessment), but the site forms part of an area that separates the town from Bayston Hill – considered to be a strategic gap and valued as such by the local community.
Planning history or designations	None
Land ownership, land agreements and delivery statements	Site is being promoted by Berry's on behalf of landowner
Access to services/employment areas	There are bus stops close to the site allowing public transport access to the town centre. Also it is close to Meole Brace Retail Park, which provides services a supermarket and other shops, and which also provide employment opportunities.
Other constraints	Proximity of A5 Bypass and Hereford Road (dual carriageway).
General site related benefits	N/A
Transport and Highways related benefits	N/A

Shrewsbury Submission

Strategic fit	
Other relevant information	

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Site crossed by line of Roman road
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Reptiles <p>The site is not in, adjacent to or within a buffer zones of a designated site.</p> <p>The Site is not in or adjacent to an Environmental Network but there is potential to improve environmental networks.</p> <p>The site is within 10km of European designated site, refer to HRA report.</p>
Trees	No significant tree or hedgerow constraints - Development density would need to take into account the growth potential of amenity planting along the bypass boundary.
Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a high risk of groundwater flooding (between 50 and 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	No comments received

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p>
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Shrewsbury Submission

	Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.
Statutory bodies responses to date	

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, four out of the five key amenities and facilities and flood risk. It is negative for access to local park or garden, agricultural land quality and proximity to a former landfill site. All other sustainability objectives are neutral. The overall sustainability of the site is thus judged to be good.

The site is an area which is somewhat isolated by the road network – with main roads on three sides. It does not relate well to the existing built up area and forms part of the area which contributes to the strategic gap between the town and Bayston Hill, albeit that the Dobbies Garden Centre and various roadside facilities are in the lower lying land on the south side of the A5. Primarily as a result of its location, the site is not considered suitable to be identified as a potential housing site.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Notes

- Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.
- The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW040		Site Name: S.C.R. Retail Systems, Kendal Road
Size (ha)	3.9	
Indicative capacity	117	
General location	Located in North Shrewsbury, off Whitchurch Road on Kendal Road. Residential area to the east and south of the site with industrial land use to the North, Lancaster Road Business Park to the west and railway line to the west.	
Brownfield or Greenfield	Brownfield	
Potential Windfall Site	Yes. Site accepted in 2009 Strategic Housing Land Availability Assessment (SHLAA). Full assessment not undertaken for Preferred Options SAMDev Plan, but site acceptability will be reviewed as part of 2012 SHLAA Update.	

Site Ref: SHREW047		Site Name: Former Gay Meadow
Size (ha)	2.74	
Indicative capacity	179 dwellings	
General location	Edge of town centre adjacent to River Severn by the English Bridge, Abbey Foregate and next to the Wakeman School site.	
Brownfield or Greenfield	Brownfield (former Shrewsbury Town Football Club ground).	
Planning history or designations	Site has consent for 179 dwellings (Barratt/David Wilson Homes) – 11/02632/FUL. Construction well-advanced.	
Realistic Site	Yes. Full assessment not undertaken for Preferred Options SAMDev Plan as site had consent for residential development.	
Final Plan	No, not necessary to allocate in final plan, as construction well-advanced	

Site Ref: SHREW052		Site Name: Bromley House, Copthorne Road
Size (ha)	0.3	
Indicative capacity	9.99	
General location	Copthorne Road, south west Shrewsbury	
Brownfield or Greenfield	Brownfield	
Potential Windfall Site	Yes. Full assessment not undertaken for Preferred Options SAMDev Plan, but site acceptability will be reviewed as part of 2012 SHLAA Update.	

Site Ref: SHREW056		Site Name: Parking Area, Nettles Lane, Frankwell
Size (ha)	0.4	
Indicative capacity	17	
General location	Frankwell	
Brownfield or Greenfield	Brownfield	
Planning history or designations	SY2005/00513 PLUMS Erection of 17no. Dwellings completed.	
Potential Windfall Site	Construction completed	

Shrewsbury Submission

Site Ref: SHREW060	Site Name: Land at Huxley Close
Size (ha)	0.2
Indicative capacity	6
General location	The site is located in south eastern Shrewsbury, off Wenlock Road via Huxley Close.
Brownfield or Greenfield	Undeveloped garden land in residential area.
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Garden land
Topography	Relatively flat, but at lower level than Huxley Close
Adjoining land uses and boundary features	The site is surrounded by existing residential dwellings.
Local highway capacity/ constraints	Access acceptable. Cycle access not currently acceptable, could/would be easily achievable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	Mature garden land in established residential area.
Planning history or designations	Planning history relating to original residential development.
Land ownership, land agreements and delivery statements	At least 5 separate ownerships.
Access to services/employment areas	Close to a good range of facilities and services.
Other constraints	Difference in level to roadway (Huxley Close). Need to maintain residential amenity of existing dwellings. Some mature trees.
General site related benefits	None identified
Transport and Highways related benefits	Nothing identified
Strategic fit	Small site within existing built up area.
Other relevant information	None known

Shrewsbury Submission

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment- An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Reptiles <p>The site is not in, adjacent to, or within buffer zones of a designated site.</p> <p>The Site is not in or adjacent to an Environmental Network but there is potential to improve environmental networks.</p> <p>The site is within 10km of European designated site, refer to HRA report.</p>
Trees	Trees and hedgerows will be a minor constraint. Development density would need to account for future growth of boundary trees.
Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	There is a medium risk of groundwater flooding (between 25 and 50% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	No comments received
Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>

Shrewsbury Submission

Statutory bodies responses to date	None specific to this site
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Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, a primary school, three out of the five facilities and amenities and flood risk. It is negative for access to a local park or garden, a young people's recreational facility and some trees on the site are protected by Tree Preservation Orders. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be good..

This is a small scale site which could potentially be developed for housing as a windfall site given that it is within the existing built up area and town development boundary. Development would be dependent on access off Huxley Close, co-operation between the various existing garden land owners and any constraints being satisfactorily addressed through detailed design. It is not of a scale or type to warrant site allocation.

Conclusion

Potential windfall site	YES
Realistic site	YES

Recommendation

Allocation in Final Plan	NO
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.
2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW061	Site Name: Land to rear of Column House, Preston Street
Size (ha)	0.3
Indicative capacity	9
General location	Land near Column roundabout, off Preston Street.
Brownfield or Greenfield	Brownfield
Planning history or designations	SA/07/0513/F Erection of 10, 3 storey town houses and associated parking and gardens with access off Preston Street. Approved on 22/11/2007
Potential Windfall Site	Yes – in accordance with previous planning consent. Site acceptability reviewed as part of SHLAA Update (2014).

Site Ref: SHREW071/R	Site Name: Existing Mental Health Facility (part)
Size (ha)	1.5
Indicative capacity	30
General location	The site is located in western Shrewsbury off Somerby Drive. It is adjacent to the Shelton Hospital site and an existing residential area to the east.
Brownfield or Greenfield	Brownfield
Potential windfall site	Yes. Site acceptability reviewed as part of SHLAA Update (2014).The site is suitable for medium density residential development in accordance with the adopted planning brief and has been confirmed as available by Secretary of State for Health.

Site Ref: SHREW073	Site Name: Land Off Ellesmere Road
Size (ha)	4.33
Indicative capacity	150
General location	Land to the north of the town centre, off Ellesmere Road, between Coton Hill and Greenfields.
Brownfield or Greenfield	Brownfield – former railway sidings.
Planning history or designations	Site is allocated for housing development in former Borough Local Plan 2001 and has outline consent for 146 dwellings (Lovell Homes). Development has not yet commenced.
Realistic Site	Yes. Full assessment not undertaken for Preferred Options SAMDev Plan, as site is allocated for housing development in former Borough Local Plan and has outline consent for 146 dwellings.
Preferred Option	Yes. Site acceptability reviewed as part of SHLAA Update (2014).

Shrewsbury Submission

Site Ref: SHREW076	Site Name: Land at The Mount, Shrewsbury.
Size (ha)	2.4
Indicative capacity	30
General location	North western edge of Shrewsbury.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Meadow
Topography	Undulating – elevated in part.
Adjoining land uses and boundary features	To the north, there are agricultural fields and the River Severn. To the east, south and west of the site there is existing housing. The Mount forms the southern boundary of the site, with a strong tree/hedge line, while a public footpath, with woodland below, runs along the western edge from Shelton Lane leading down to the River Severn.
Local highway capacity/ constraints	More information about access point required before acceptability of access can be assessed (field access off Shelton Lane). Cycle access not currently acceptable, could be easily achievable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is assessed as high landscape sensitivity. This pasture is one of the last substantial gaps in the built frontage on this prominent steep valley side. It is widely visible from the countryside to the north and from sensitive receptors such as the Severn Way. It also allows views out to the countryside from adjacent residents and from the A458. The site is assessed as having low capacity for housing.
Planning history or designations	Planning applications for residential development refused in 1980s. Within Conservation Area and outside town development boundary in SABC Local Plan. Current outline application for housing development (14/00743/OUT).
Land ownership, land agreements and delivery statements	Site is being promoted by Balfours. Current application from Shropshire Homes.
Access to services/employment areas	Reasonably accessible to local facilities and regular bus services close to the site provide access to town centre shopping, commercial and employment facilities.
Other constraints	The site lies wholly within a Conservation Area.
General site related benefits	None identified

Shrewsbury Submission

Transport and Highways related benefits	None identified
Strategic fit	The site is outside the current development boundary. The landscape assessment notes that there is no capacity for housing in this area due to its landscape sensitivity. The area is prominent when viewed from the north and fulfils an important function as a green gap in the built frontage.
Other relevant information	The Severn Way footpath runs alongside the site. Information submitted with planning application 14/00743/OUT.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Within a Conservation Area
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is adjacent to County Wildlife Site.</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	TPO'd trees on site and adjacent to woodland
Environmental Health	No comments received
Drainage: Watercourse flooding	There is a watercourse within 50m of the site boundary. No watercourse flooding has been recorded and 1 flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	There is a very high risk of groundwater flooding (more than 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and suitable for infiltration SUDS, but some consideration will need to be given to groundwater protection.
Countryside	No comments received
Environment Agency	No comments received

Community consultation response	Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the
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Shrewsbury Submission

	<p>bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received.

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, three out of the five key amenities and facilities and flood risk. It is negative for access to a primary school, a local park or garden, a children's play area, proximity to a Wildlife Site and agricultural land quality. The site also scores negatively because it is within a Conservation Area and some trees are protected by Tree Preservation Orders. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be poor.

The site is a sensitive one in landscape terms, with a constrained access via Shelton Lane (and the provision of an access from there to serve the site would have a significant impact on the area, as the site is elevated at that point). The site is also within the conservation area, with its openness contributing to the character of the area. The area is widely visible from the north, has an important public footpath running along its western edge (Severn Way), and fulfils an important function as a green gap in the built frontage. The site is not, therefore, considered suitable to identify for development or as a potential windfall site.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW079	Site Name: Land at Ellesmere Road.
Size (ha)	0.8
Indicative capacity	14 (eastern part of site only)
General location	The site is located adjoining to the Greenfields area on land off Ellesmere road.
Brownfield or Greenfield	Greenfield plus informal parking area.
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Rough grassland with large pond on western side.
Topography	Sloping to pond/fairly flat with a number of mounds within centre of site.
Adjoining land uses and boundary features	The land to the north (also promoted – SHREW090/R)) is agricultural land, with Ellesmere Road being the eastern edge (Greenfields area on the other side). To the south there are dwellings fronting on to the Ellesmere Road and the large allocated housing site (SHREW073) on the former railway land, with the Chester rail line then to the west and countryside beyond.
Local highway capacity/ constraints	Access not currently acceptable, could be easily achievable Cycle access not currently acceptable, could be easily achievable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is part of an area assessed as of medium landscape sensitivity The area lies on the western side of a gentle ridge and consists of small scale pasture to the south and arable to the north bordering the Bagley Brook valley. Fields are relatively open with low hedges or fences and sporadic trees. The majority of development lies to the east of Ellesmere Road although a small estate and ribbon development lies to the west. The area is in a relatively poor condition to the south. The site is assessed as of medium capacity for housing development The area has some capacity for housing. The most appropriate area is to the south which is less visible to the wider countryside to the north. Any development should ensure that a nature conservation corridor is maintained along the western boundary associated with the railway and existing water body.
Planning history or designations	No relevant previous planning applications. Outside town development boundary in SABC Local Plan.
Land ownership,	Promoted by owner.

Shrewsbury Submission

land agreements and delivery statements	
Access to services/employment areas	Accessible to local shops on Ellesmere Road and Greenfields Primary School. Reasonably accessible to town centre shopping, commercial and employment facilities to the south.
Other constraints	Large pool on western part of site.
General site related benefits	None identified at this stage
Transport and Highways related benefits	None identified at this stage
Strategic fit	N/A
Other relevant information	Southern part of site used as informal residents' parking and access to rear of properties on Ellesmere Road.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Site within 300m of a Conservation Area
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p> <p>There is a significant pool on site, recommend don't take forward.</p>
Trees	Trees associated with pond
Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a very high risk of groundwater flooding (more than 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ
Countryside	No comments received
Environment Agency	No comments received

Community consultation	Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to
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Shrewsbury Submission

response	<p>particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received.

Site Assessment Summary

The site is a small area of rough ground with a large pond on its western side.

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, a primary school, four out of the five key amenities and facilities and landscape sensitivity (which is low). It is negative for access to a local park or garden and proximity to both a Conservation Area and a previous landfill site. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be good.

Although relatively close to the town centre and facilities, and therefore a sustainable location in principle, there are also significant constraints associated with the development of this site. Any additional development in this area will add to existing traffic issues in relation to Ellesmere Road, with this site being in close proximity to the Greenfields Primary School. A high risk of groundwater flooding has been identified with over 75% being susceptible. There is also a large pool on the western part of the site which would need to be retained and buffered and would restrict the developable area to the Ellesmere Road frontage. The southern part of the site is used to obtain informal vehicular access to terraced properties fronting Ellesmere Road and development would potentially allow this use to be regularised. The scope for development is, therefore limited and, the site is considered too small on its own to specifically allocate for housing development (see SHREW090/R for land immediately adjoining to the north), but could be considered for an amendment to the development boundary.

Conclusion

Potential windfall site	Yes, site frontage although currently outside the development boundary
Realistic site	Yes, but too small to allocate independently, and if traffic issues could be resolved satisfactorily.

Recommendation

Allocation in Final Plan	No
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Shrewsbury Submission

Site Ref: SHREW081B	Site Name: Barker Street 6th Form College
Size (ha)	0.5
Indicative capacity	20
General location	Located in the centre of Shrewsbury, the site is on Barker Street, near a number of town centre car parks, retail and residential uses.
Brownfield or Greenfield	Brownfield
Planning history or designations	09/02760/FUL Erection of a 4 storey building to include ground floor retail and pharmacy, doctor's surgery.
Potential Windfall Site	Yes. Site acceptability reviewed as part of SHLAA Update (2014).

Site Ref: SHREW084	Site Name: Site at Wyle Cop
Size (ha)	1.0
Indicative capacity	5
General location	The site is located near Wyle Cop and the English Bridge. It runs alongside the River Severn.
Brownfield or Greenfield	Brownfield
Potential Windfall Site	Yes - site acceptability reviewed as part of SHLAA Update (2014). Site is suitable and currently available. Site is considered to be developable in the longer term but faces significant flooding constraints.

Site Ref: SHREW085	Site Name: Land at Silkmoor
Size (ha)	0.9
Indicative capacity	15
General location	Located in the centre of Shrewsbury in Frankwell, near the Welsh Bridge. The site is located next to a recreation ground, retail units and residential developments.
Brownfield or Greenfield	Brownfield
Planning history or designations	10/00981/COU Change of use of former retail premises into a restaurant, bar and hotel with associated internal alterations and replacement shop front. Accepted on 19.07.2010.
Potential Windfall Site	Yes. Site acceptability reviewed as part of SHLAA Update (2014). Redevelopment would depend on relocation of current uses or a mixed use scheme and the satisfactory mitigation of flooding issues. Due to the fact that the site has been actively promoted, it is thought possible this site could come forward within the longer term planning period.

Shrewsbury Submission

Site Ref: SHREW086	Site Name: Site at Sundorne Road
Size (ha)	3.2
Indicative capacity	96
General location	The site is located on the eastern edge of Shrewsbury, on land south of Sundorne Road. The site is south of the (former Weltri) Shrewsbury Indoor Tennis Centre and east of the Sundorne Sports Village, alongside the A49 town bypass.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture
Topography	Relatively flat/gently sloping towards River Severn.
Adjoining land uses and boundary features	The Indoor Tennis Centre is immediately to the north, the A49 to the east, with countryside beyond, Sundorne Sports Village to the west, and Pimley Manor and the River Severn to the south.
Local highway capacity/ constraints	Access not currently acceptable (narrow lane onto Sundorne Road), could be easily achievable. Cycle access not currently acceptable, maybe achievable if full site was developed (former canal cyclepath nearby).
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	No site specific assessment. General sensitivity moderate (Shropshire Landscape Character Assessment). However, the site forms part of an area characterised by large sports facilities set in playingfields, merging with the countryside (former canal and River Severn corridor).
Planning history or designations	No relevant previous planning applications. Outside development boundary in SABC Local Plan
Land ownership, land agreements and delivery statements	Site was being promoted by Kembertons.
Access to services/employment areas	There are regular bus services along Sundorne Road which is approximately 250 m to the north of the site. The nearby Sundorne housing area has primary and secondary schools and some other facilities. Further to the north is Sundorne Retail Park and employment areas. There is a wide range of

Shrewsbury Submission

	leisure and recreation facilities nearby.
Other constraints	Traffic noise due to proximity to A49
General site related benefits	N/A
Transport and Highways related benefits	N/A
Strategic fit	The site is outside and not well related to the current development boundary.
Other relevant information	

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment- An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is not in, adjacent to or within buffer zones of a designated site.</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report</p>
Trees	Large open site but trees on boundary will be a design consideration
Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	There is a very high risk of groundwater flooding (more than 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	No comments received

Shrewsbury Submission

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	<p>None received</p>

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, amenity green space and flood risk. It is negative for access to a primary school, the other four key amenities and facilities, proximity to two Wildlife Sites and agricultural land quality. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be poor.

Although within the bypass, the site is separated from housing areas (to the north) by extensive recreational facilities, so the site is relatively isolated and peripheral. Access is currently by a narrow lane off Sundorne Road. The proximity of the A49 to the east would give rise to noise, the effects of which would need to be mitigated. Stage 2b assessment has found that there is a very high risk of groundwater flooding, and that there are few local facilities close to the site. The overall conclusion, therefore, is that this site is not suitable to identify for housing development or as a potential windfall site.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW087	Site Name: Site at New Zealand House, Abbey Foregate
Size (ha)	1.5
Indicative capacity	75
General location	The site is located on Abbey Foregate, next to some residential developments, an aged people home and a former supermarket.
Brownfield or Greenfield	Brownfield
Potential Windfall Site	Yes. Site acceptability reviewed as part of SHLAA Update (2014). Site is suitable and currently available. Site is considered to be developable in the longer term planning period further assessment need to assess longer term deliverability.

Shrewsbury Submission

Site Ref: SHREW088	Site Name: Site at Dayhouse, Sweetlake
Size (ha)	128 (revised proposal submitted for south eastern part of site comprising 7.96ha)
Indicative capacity	Major mixed use development including 1,000+ houses (revised proposal for 150 dwellings)
General location	Site on southern edge of Shrewsbury, with revised area being between Longden Road to the south and Nobold Lane to the west, opposite Longden Road Industrial Estate.
Brownfield or Greenfield	Greenfield (although former mining shafts).
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture
Topography	Larger area – undulating. Reduced site – slopes down from Nobold Lane to watercourse on north-eastern boundary.
Adjoining land uses and boundary features	The revised site for 150 dwellings has Longden Road on its south-eastern edge (with a roadside hedge and cottages fronting Longden Road opposite). Nobold Lane forms the south-western boundary and Mousecroft lane the northern edge (again with hedge feature). The eastern boundary of the site is a tree lined, with the land beyond currently being in agricultural use brook but being promoted separately for housing development as site SHREW212/09. Nobold is a separate hamlet (in Great Hanwood parish) immediately to the south.
Local highway capacity/ constraints	<p>Larger area: access not currently acceptable, could be easily achievable - require link road between Radbrook Road and Longden Road, good pedestrian cycle links to Radbrook Green area and good site design.</p> <p>Cycle access not currently acceptable, could be easily achievable.</p> <p>Reduced area – existing Nobold Lane not suitable for access. Primary access proposed off Longden Road opposite existing cottages – Longden Road is narrow and entering bends at this point, with some parking related to cottages. Secondary access proposed off Mousecroft Lane – Lane also narrow, with residential properties fronting, but scope to address pinchpoint linked to land forming part of site.</p> <p>Longden Road does not connect with A5 Bypass, and junction of Longden Road with Roman Road has capacity constraints. No footway on Longden Road (north side).</p>
Other critical infrastructure constraints¹	<p>Shrewsbury Place Plan (2011-2012)</p> <ol style="list-style-type: none"> 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution.

Shrewsbury Submission

	4. A5 junction improvements – A number of A5 junction improvements have been identified, including the A5/A488 Edgebold roundabout.
Inherent landscape character ²	<p>The site is part of an area assessed as of medium landscape sensitivity/capacity.</p> <p>The area is a relatively low lying valley bottom and sides with a semi-rural character of pasture and low cut hedges. The area itself is not widely visible although it is visually adversely affected by the adjacent commercial estate to the south east. The area is poorly drained and may be a flood plain, and the stream corridor is likely to be the most sensitive element within the area.</p> <p>The area may have some capacity for housing providing this is not floodplain. Care would need to be taken to retain the stream corridor with its associated riparian vegetation.</p> <p>The reduced site is not visually prominent as it is screened by the tree line along the watercourse and although on rising land, the land rises further to Nobold hamlet. However, its development would bring the built up area of the town up to the edge of Nobold.</p>
Planning history or designations	Previous mining use – former pit shafts on site, but no recent planning history. Former Borough Local Plan identified site as within a broader area with a local environmental value (policy not saved).
Land ownership, land agreements and delivery statements	Only the south eastern part of the site is now being actively promoted - by Base Architecture on behalf of Morris Homes. Larger area previously promoted by Kembertons on behalf of same client.
Access to services/employment areas	The site is located relatively close to a range of services and facilities, including secondary schools and Industrial Estate on Longden Road, Radbrook Green (local centre and primary school), and Meole Village (junior school). Meole Brace Retail Park is also relatively close to the site. No footway on Longden Road (north side).
Other constraints	Former mine shafts are present on the site and therefore need to be considered as part of careful design. Potential archaeological interests. Watercourse on eastern boundary.
General site related benefits	3 areas of open space proposed to be provided within the site, comprising 15% of site area.
Transport and Highways related benefits	Scope to address some of existing highways and transport issues relating to Mousecroft Lane and Longden Road.
Strategic fit	Nothing identified
Other relevant information	<p>Promotional material submitted with supporting information, both for original larger area (Sweetlake proposals) and reduced area now promoted, including masterplan, SWOT analysis plan, ecological appraisal, and arboricultural assessment.</p> <p>As a Mineral Safeguarding Area, the opportunity to work minerals prior to the commencement of development should be fully explored.</p>

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Site SHREW218, which includes SHREW088, includes 2 Listed Buildings (Grade II), 4 Iron Age/ Roman cropmark farmstead enclosure, 1 known and 1 possible Roman road, an area of early coal workings and a late 19th century brickworks - therefore very high overall archaeological potential. An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	There are no known protected species on site but the following surveys will be

Shrewsbury Submission

	<p>needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is not in, adjacent to or within buffer zones of a designated site.</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Trees on site will be a design constraint.
Environmental Health	The south western boundary of the initially promoted area was adjacent to A5/A49 Bypass: noise issues from road traffic (including HGVs) at all times of day and night. This would require noise protection. However, comments have not been received for the revised site area.
Drainage: Watercourse flooding	A watercourse runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. No watercourse flooding has been recorded and 1 flood events have been reported by members of the public to the Flood Forum. No part of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a medium risk of groundwater flooding (between 25 and 50% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	Flood Risk is either not an issue or can be appropriately managed. Virtually all Flood Zone 1 but unmapped ordinary watercourse on eastern boundary.
Community consultation response	Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for

Shrewsbury Submission

	<p>development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Great Hanwood Parish Council commented at the Issues and Options stage that ‘the area around Nobold is part of Great Hanwood Parish. Growth (of Shrewsbury) towards the north-west would engulf this small hamlet and destroy its individual community identity’.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None specific to this site

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, an area of natural and semi-natural green space, an amenity green space, flood risk and development offers the opportunity to remediate previously filled ground. It is negative for access to a primary school, the other three key amenities and facilities, agricultural land quality and proximity to several former landfill sites. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The larger scale ‘Sweetlake’ proposals have not been assessed as they are no longer actively promoted following the selection by the Council of other areas in preference as sustainable urban extensions.

The reduced site is considered to be relatively well contained in landscape terms and in relatively close proximity to existing services and facilities, but it is not well related to the existing built up area, being separated by other promoted land, and so is currently an isolated greenfield site. It could only be considered to be a potentially suitable location for development if it was to come forward jointly with the promoted site (SHREW212/09) to the north-east. However, the promoters of SHREW212/09 are not seeking to include this additional site. Furthermore, the existing tree lined watercourse between the two sites is considered to be a strong, natural limit to development in this direction. In addition, there are concerns regarding the creation of a new access on to Longden Road given the character of Longden Road at that point, while the cumulative impact of additional traffic on Longden Road and its junction with Roman Road is a concern. The site also has other physical constraints, including the former mine shafts, potential archaeological interests, existing watercourse, trees and hedgerows and would bring the urban edge significantly closer to the hamlet of Nobold. Therefore, it is not considered that the site is suitable to be identified for development.

Conclusion

Potential windfall site	No
Realistic site	Not in isolation from adjoining promoted site (SHREW212/09).

Recommendation

Allocation in Final Plan	No
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Shrewsbury Submission

Site Ref: SHREW090/R	Site Name: Land at Ellesmere Road
Size (ha)	4.2
Indicative capacity	75
General location	The site is located adjoining to the Greenfields residential area on land off Ellesmere road.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture. Pond on part of site.
Topography	Land slopes down from Ellesmere Road to pond and railway.
Adjoining land uses and boundary features	There is agricultural land and the Cedars Drive residential area to the North, the site is located adjacent to agricultural fields and residential dwellings. Ellesmere Road is the eastern boundary with the Greenfields residential area on the other side of the road. To the south, the site is a small promoted site (SHREW079) of rough grassland, informal residents' parking and a large pond, dwellings fronting on to the Ellesmere Road, and the large allocated housing site (SHREW073) on the former railway land, with the Chester rail line then to the west and countryside beyond.
Local highway capacity/ constraints	Access not currently acceptable, could be easily achievable Cycle access not currently acceptable, could be easily achievable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is part of an area assessed as of medium landscape sensitivity The area lies on the western side of a gentle ridge and consists of small scale pasture to the south and arable to the north bordering the Bagley Brook valley. Fields are relatively open with low hedges or fences and sporadic trees. The majority of development lies to the east of Ellesmere Road although a small estate and ribbon development lies to the west. The area is in a relatively poor condition to the south. The site is assessed as of medium capacity for housing development The area has some capacity for housing. The most appropriate area is to the south which is less visible to the wider countryside to the north. Any development should ensure that a nature conservation corridor is maintained

Shrewsbury Submission

	along the western boundary associated with the railway and existing water body.
Planning history or designations	No relevant previous planning applications but current application for residential development – 13/05124/FUL. Land is outside town development boundary in SABC Local Plan.
Land ownership, land agreements and delivery statements	Promoted by RPS on behalf of Crest Nicholson. Promoters suggest that land could be developed in conjunction with adjoining land controlled by Mosaic Estates (SHREW118).
Access to services/employment areas	Accessible to local shops on Ellesmere Road and Greenfields Primary School. Reasonably accessible to town centre shopping, commercial and employment facilities to the south.
Other constraints	None identified at this stage
General site related benefits	None identified at this stage
Transport and Highways related benefits	None identified at this stage
Strategic fit	N/A
Other relevant information	Promotional material submitted. Information forming part of planning application 13/05124/FUL.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Within a Conservation Area
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report</p> <p>There is a significant pool on site, recommend don't take forward.</p>
Trees	Limited tree constraints
Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a very high risk of groundwater flooding (more than 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ

Shrewsbury Submission

Countryside	No comments received
Environment Agency	No comments received
Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received

Site Assessment Summary

The site is agricultural land to the west of Ellesmere Road.

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, a primary school, four out of the five key amenities and facilities and landscape sensitivity (which is low). It is negative for access to a local park or garden, proximity to both a SSSI and a former landfill site as well as agricultural land quality. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

Although relatively close to the town centre and facilities, and therefore a sustainable location in principle, there are also significant constraints associated with the development of this site. There is a large pool on the southern part of the site which would need to be retained and buffered if development were to take place. There is also a high risk of groundwater flooding associated with this site, over 75% of the site being recorded as susceptible. Whilst the site is in reasonably close proximity to facilities, there are issues of the traffic impacts on Ellesmere Road/Chester Street which would arise from increased development of this area and this is the major reason for not proposing to allocate land for further development in this part of the town. There is also some local concern about the creation of a new access off Ellesmere Road opposite the access to Greenfields Primary School.

Conclusion

Potential windfall site	No – greenfield site outside development boundary.
Realistic site	Only if traffic impacts can be satisfactorily accommodated and mitigated.

Recommendation

Allocation in Final Plan	No
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Shrewsbury Submission

Site Ref: SHREW092	Site Name: Land off Washford Road
Size (ha)	6.5
Indicative capacity	195
General location	The site is located on the southern edge of Shrewsbury, off Washford Road. The site is north of the Rea Brook, with Meole Village to the north, and the Mid-Wales railway line to the west.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture
Topography	Slightly sloping towards Rea Brook.
Adjoining land uses and boundary features	The mid Wales rail line forms the north-western edge of the site (on an embankment). Meole Village residential area is to the north. The Rea Brook forms the southern boundary, with countryside (promoted land off Pulley Lane – SHREW137/R) and the A5 Bypass beyond.
Local highway capacity/ constraints	Access acceptable Cycle access not currently acceptable, maybe achievable if full site was developed
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is part of an area assessed as of high/medium landscape sensitivity: The area forms part of the Rea Brook corridor between the southern outskirts of the town and the bypass in cutting. The area to the north of the Rea Brook is small-scale sloping pasture with an established indented settlement edge and significant tree cover. Although the field to the south of the brook is of intrinsically more limited value the overall area does contribute to the setting of the town and its separation from Bayston Hill. The Rea Brook and its sinuous natural course forms an attractive corridor. Two long distance footpaths cross the area and enter Shrewsbury, the Marches Way in the western side and the Shropshire Way on the eastern side. The site is assessed as of medium/low capacity for housing development. The area has very limited capacity for housing due to its function as a gap between Shrewsbury and Bayston, its role as part of the Rea Brook corridor,

Shrewsbury Submission

	the intrinsic qualities of the area north of the Rea Brook and the fine grain indented edge to the town.
Planning history or designations	None. Outside current development boundary.
Land ownership, land agreements and delivery statements	Site being promoted
Access to services/employment areas	The site is close to the Longden Road Industrial Estate, the Meole Brace Science College (Secondary School) and Priory School on Longden Road, and the Meole Junior School. Meole Brace Retail Park is also relatively close.
Other constraints	Rea Brook. Proximity of railway line.
General site related benefits	N/A
Transport and Highways related benefits	N/A
Strategic fit	
Other relevant information	

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Site crossed by line of Roman road
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is not in, adjacent to or within a buffer zones of a designated site.</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Trees on riverside will need buffer zone
Environmental Health	No comments received
Drainage: Watercourse flooding	A watercourse runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. Historically 23.67% of site has flooded and no flood events have been reported by members of the public to the Flood Forum. 29.36% of the site is in Flood Zone 3a and 29.51% of the site is in Flood Zone 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.

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Drainage: Groundwater flooding	There is a medium risk of groundwater flooding (between 25 and 50% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	No comments received

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and ‘south, south-west and west of Shrewsbury’, with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport and an amenity green space and development offers the opportunity to remediate a former use. It is negative for access to the other four key amenities and facilities, flood risk, agricultural land quality and proximity to a former landfill site. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be poor.

The site has high/medium landscape sensitivity, as it is part of the Rea Brook corridor which provides intrinsic character to the edge of the urban area. The site also contributes to the strategic gap between Shrewsbury and Bayston Hill, which the local community wishes to be maintained. The site also has some significant flooding issues, as 24 % of the site historically floods and 30% of the site is considered to be in flood zone 3a and 3b. In conclusion, the site has considerable constraints and is not considered suitable to be identified for development.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Shrewsbury Submission

Site Ref: SHREW093	Site Name: Land at Edgebold
Size (ha)	2.3
Indicative capacity	70
General location	The site is located to the south west of Shrewsbury, at the Edgebold roundabout, off Hanwood Road and the A5.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is not in or adjacent to a Coal Authority Referral Area or a Mineral safeguarding Area
Current use	Agriculture
Topography	Relatively flat
Adjoining land uses and boundary features	To the north of the site is the A488, and subsequently agricultural land. There is also agricultural land to the east, including Newton Farm. The A5 Shrewsbury Bypass, with countryside beyond, is to the south, with the site being adjacent to the Edgebold roundabout.
Local highway capacity/ constraints	<p>In relation to the site as part of the large scale earlier Sweetlake proposals for the land between the Hanwood and Longden Roads: access not currently acceptable, could be easily achievable - require link road between Radbrook Road and Longden Road, good pedestrian cycle links to Radbrook Green area and good site design.</p> <p>Cycle access not currently acceptable, could be easily achievable</p> <p>In isolation, it would be difficult to create a safe access to the site off the Hanwood Road in view of the angle of approach to the Edgebold roundabout and speed of traffic on the Hanwood Road.</p>
Other critical infrastructure constraints¹	<p>Shrewsbury Place Plan (2011-2012)</p> <ol style="list-style-type: none"> Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. A5 junction improvements – A number of A5 junction improvements have been identified, including the A5/A488 Edgebold roundabout.
Inherent landscape character²	<p>The Shrewsbury and Atcham Landscape Sensitivity and Capacity Study (2007) includes the site as part of a larger area which is assessed as having medium landscape sensitivity:</p> <p>The area gently slopes towards the town forming a subtle backcloth and skyline. It consists of pasture enclosed by low hedgerows with trees and arable fields to the south. The area forms part of an attractive countryside edge to Shrewsbury and is generally visible from the adjacent bypass with the nearby farmhouses being locally prominent. The area is generally not</p>

Shrewsbury Submission

	<p>publicly accessible and has only two PROWs running to the north. Noise from the adjacent roads reduces the area's tranquillity. The area has a similar character to the wider countryside.</p> <p>The area is assessed as having a medium to low capacity for housing:</p> <p>Although of relatively low intrinsic sensitivity, the area is nevertheless part of the wider countryside setting to the town and is located away from the settlement edge. Its western fringes are significantly visible from the bypass. Its capacity for housing is therefore very limited.</p>
Planning history or designations	No planning history or designations
Land ownership, land agreements and delivery statements	Site promoted (initially as part of the larger Sweetlake proposals).
Access to services/employment areas	The site is located on the outskirts of Shrewsbury, adjacent to the A5 bypass. It is therefore removed from existing facilities and services with the nearest being Mytton Oak Local Centre and Radbrook Green. In addition, it is not close to a secondary school (nearest is Longden Road). Nearest employment areas are Oxon Business Park and Longden Road Industrial Estate.
Other constraints	Proximity to the A488/A5 roundabout may make access difficult and cause noise issues.
General site related benefits	None identified
Transport and Highways related benefits	None identified
Strategic fit	Given the isolated location of the site, away from the existing built edge of Shrewsbury, it is not considered to fit strategically with the development strategy for the town.
Other relevant information	Promotional material for wider Sweetlake proposals.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Site crossed by line of a possible Roman road
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Reptiles <p>The site is not in, adjacent to or within a buffer zones of a designated site.</p> <p>The Site is not in or adjacent to an Environmental Network but there is potential to improve environmental networks.</p> <p>The site is within 10km of European designated sites, refer to HRA .</p>
Trees	Limited tree constraints
Environmental Health	Site adjacent to main A488/A5 roundabout junction. Noise issues from road traffic at all times of day and night.
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b

Shrewsbury Submission

Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	No comments received

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None specific to this site.

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) scores the site positively for access to bus transport and flood risk. It is negative for access to a primary school, all five of the key amenities and facilities and agricultural land quality. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be poor.

The site is situated adjacent to the A5 bypass and away from the existing built up area. Development would give rise to noise issues from road traffic at all times of day and night. A further constraint is that the site is crossed by the line of a possible Roman road. The site's location forms part of the wider countryside, with limited access to facilities and services. Given the isolated nature of the site, it is not considered suitable for development.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Shrewsbury Submission

Site Ref: SHREW095 and 115/ ELR006	Site Name: Land West of Battlefield Road
Size (ha)	5.9
Indicative capacity	175
General location	In northern Shrewsbury located between the Battlefield Road and the Shrewsbury-Crewe rail line.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is adjacent to a Mineral Safeguarding Area
Current use	Agriculture
Topography	Relatively flat
Adjoining land uses and boundary features	Battlefield Road to the east has a mix of residential (northern end) and commercial (southern end) frontage development. The Battlefield Brook and major ABP plant lies to the south, with the Shrewsbury-Crewe rail line and Vanguard Way/Battlefield Enterprise Park to the west. To the north, the site is bounded by the A5124 Battlefield Link Road, with open countryside beyond.
Local highway capacity/ constraints	Access can be provided from Battlefield Road, but more information about access point(s) required. Development would add to traffic on the Battlefield Road which is a main route into the town from the north and serves the Sundorne Retail Park and Tesco/B & Q stores. Cycle access acceptable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is assessed as of medium/low landscape sensitivity The area is fairly enclosed by the distributor road with its associated landscape treatment to the north, linear development to the east and commercial development to the south. Generally the area is of low sensitivity although the stream corridor along the southern boundary may have some conservation value and is of higher sensitivity. The site is assessed as of medium capacity for housing development The area may have some capacity for housing although due to commercial

Shrewsbury Submission

	development to the south and west, employment uses may be more appropriate at this site. The stream corridor to the south should be retained as far as possible to act as a green corridor with some nature conservation value.
Planning history or designations	No relevant previous planning applications. Outside current development boundary in SABC Local Plan. SHREW115 linked with adjoining developed site SHREW175.
Land ownership, land agreements and delivery statements	Trustees of Sundorne Estate promoting site (SHREW095) for development. Site SHREW115 promoted separately.
Access to services/employment areas	Close to food superstore/park and ride site, Sundorne Retail Park, and Battlefield Enterprise Park/Lancaster Road Business Park. Primary school at Featherbed Lane and secondary school at Sundorne.
Other constraints	Railway elevated above site on western edge. ABP plant and flood risk linked to Battlefield Brook to south. Existing residential and commercial uses fronting Battlefield Road. Electricity pylons across northern tip of site.
General site related benefits	Scope to provide employment as well as housing land.
Transport and Highways related benefits	None identified at this stage
Strategic fit	Well contained site in existing built up area which can contribute to housing and employment land supply.
Other relevant information	Promotional material provided by agents Balfours on behalf of owners with indicative layout/access arrangements SHREW095) and Les Stephan Planning (SHREW115).

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Likely impact on setting of Registered Battlefield
Biodiversity	<p>There are protected species on site (Great Crested Newts within 100m – to west of railway line) and the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Water voles ▪ Reptiles <p>The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Limited tree constraints but there is a need to take into account 3 veteran oaks, 1 to north of site and 2 to south, in any development.
Environmental Health	Land close to established industrial estate - potential for noise and light nuisance from estate activities - including early morning vehicle movements. Site also close to Abattoir - odour issues present as problems on occasion.
Drainage: Watercourse flooding	There is a watercourse (Battlefield Brook) within 50m of the site boundary. No watercourse flooding has been recorded and 1 flood event has been reported by a member of the public to the Flood Forum. 12.44% of the site is in Flood Zone 3a.
Drainage:	No part of the site is susceptible to surface water flooding

Shrewsbury Submission

Surface water flooding	
Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ.
Countryside	No comments received
Environment Agency	Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and ‘south, south-west and west of Shrewsbury’, with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received.

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, a local park or garden and a young people’s recreational facility. It is negative for access to the other three key amenities and facilities, flood risk, agricultural land quality and proximity to a former landfill site. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be poor.

The site is a well contained site in the existing built up area of the town. The existing uses/features which abut the site, particularly the ABP plant, the Battlefield Brook, and the railway line (with Vanguard Way/Battlefield Enterprise Park to the west) all constrain the potential development of the site, but it is considered that the way forward is to tackle these through careful planning of land uses, access point(s) and boundary treatments for the site. In particular, the southern part of the site should include a significant buffer to the ABP plant, partly through a green corridor linked to the Battlefield Brook and partly through employment land use/development (3 hectares). The housing yield from the remaining land will need to reflect the need for further buffer areas – a figure of 100 houses is put forward indicatively, but this requires further consideration as concept masterplanning for the site progresses. The presence of great crested newts in a pond within 100 metres, albeit one to the west of the railway line, means that a survey of the proposed site would be required, which could lead to mitigation measures being needed.

Shrewsbury Submission

Conclusion

Potential windfall site	No
Realistic site	Yes, provided constraints satisfactorily addressed through planning of development.

Recommendation

Allocated in Final Plan	Yes , subject to development guidelines stating: Development for housing (northern part of site) and employment use (southern part), subject to a new access off Battlefield Road and flood risk mitigation in relation to the Battlefield Brook.
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW100	Site Name: Land at Crowmeole/Upper Edgebold.
Size (ha)	54.5
Indicative capacity	1,636
General location	The site is located on the south western outskirts of Shrewsbury at Crowmeole and Upper Edgebold.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is not in or adjacent to a Coal Authority Referral Area or a Mineral safeguarding Area
Current use	Agriculture
Topography	Undulating/land slopes down towards the east and the Rad Brook.
Adjoining land uses and boundary features	There is agricultural land on all sides, with the A488 Hanwood Road forming the southern edge of the site. The land to the north-east is promoted for major coordinated residential development (sites SHREW210/09,030/R, 094 and 019 – land off Bowbrook-Radbrook).
Local highway capacity/ constraints	Access is dependent upon another site being developed - Access through SHREW210. Access requires link through to Mytton Oak Road and ideally Radbrook Road. Cycle access not currently acceptable, could be easily achievable.
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The Shrewsbury and Atcham Landscape Sensitivity and Capacity Study (2007) includes the site in a larger area which is assessed as having medium landscape sensitivity: The area gently slopes towards the town with steeper slopes to the east forming an attractive backcloth to the relatively new adjacent housing. It consists of pasture enclosed by hedgerows with trees to the north and east and arable with removed hedgerows and remnant mature oaks to the south west. There is tree cover predominantly in hedgerows but also there are some tree belts. The area forms part of an attractive countryside approach to Shrewsbury and is generally visible from the radial roads. However, the area is generally not publicly accessible and has only one Public right of way. Views to development and noise from the adjacent roads reduce the area's tranquillity. The area has a similar character to the wider countryside. The area to the north west has the strongest field pattern and a positive relationship between

Shrewsbury Submission

	<p>rural buildings, trees and agriculture. It is the most sensitive area.</p> <p>The area is assessed as having medium capacity for housing development</p> <p>There may be some capacity for housing in this area in the longer term as it slopes towards the town which reduces its potential effect on the wider countryside. However, the slopes closer to the urban edge are steeper and more locally prominent. The Rad Brook and other watercourses corridors are sensitive and would need to be retained. As wide views in are possible from the adjacent roads careful thought would need to be given to long-term advance planting. The area to the north west has no capacity for housing.</p>
Planning history or designations	No planning history or designations
Land ownership, land agreements and delivery statements	Site promoted.
Access to services/employment areas	Reasonable proximity to a range of facilities and services (Mytton Oak Local Centre and Radbrook Green). Not close to secondary school (nearest is Longden Road) but close to hospital. Nearest employment areas are Oxon Business Park and Longden Road Industrial Estate, but major employment at Royal Shrewsbury Hospital and Mental Health Care Facility at Shelton.
Other constraints	Access to the site is potentially dependent on the development of SHREW210.
General site related benefits	None identified
Transport and Highways related benefits	None identified
Strategic fit	Given the isolated location of the site, away from the existing built edge of Shrewsbury, it is not considered to fit strategically with the development strategy for the town.
Other relevant information	None known

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comments- An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Reptiles <p>The site is not in, adjacent to or within a buffer zones of a designated site.</p> <p>The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Scattered trees and internal hedgerows will be a design constraint and should be retained where possible

Shrewsbury Submission

Environmental Health	No comments received
Drainage: Watercourse flooding	A watercourse runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. No watercourse flooding has been recorded and no flood events have been reported by members of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a high risk of groundwater flooding (between 50 and 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	No comments received

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None specific to this site

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, three out of the five key amenities and facilities, landscape sensitivity (which is low) and flood risk. It is negative for access to a local park or garden, a young people's recreational facility, agricultural land quality and proximity to a former landfill site. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The site is well outside the existing built up area, separated by other promoted land. Consequently, it is only considered to be a candidate for development if it was to come forward with, or following the development of, surrounding promoted sites as part of a larger development area. However, the area

Shrewsbury Submission

of land being actively promoted to the north-east (SHREW0210/09, SHREW030/R, SHREW094 and SHREW019) does not include this site. The site is also very large and would result in a significant extension of the built up area to the west. Given its isolated location, this site is not considered suitable to be identified for development at this point in time.

Conclusion

Potential windfall site	NO
Realistic site	NO

Recommendation

Allocation in Final Plan	NO
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.
2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW104	Site Name: Communications House, Harlescott Lane,.
Size (ha)	1.5
Indicative capacity	43.75
General location	Located in north Shrewsbury, the site is along Harlescott Lane and is surrounded by industrial building use.
Brownfield or Greenfield	Brownfield
Potential Windfall Site	Yes. Full assessment not undertaken for SAMDev Plan, site acceptability reviewed as part of SHLAA Update (2014) – long-term potential. Site is proposed safe-guarded employment land.

Shrewsbury Submission

Site Ref: SHREW105	Site Name: Land off Shillingston Drive
Size (ha)	10 ha (6.76 ha. developable area)
Indicative capacity	230 houses
General location	The site is in northern Shrewsbury off Shillingston Drive, between Battlefield Road and the A49, with the southern flank of the site being the existing Berwick Grange residential area.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is not in or adjacent to a Coal Authority Referral Area or a Mineral safeguarding Area
Current use	Rough grassland
Topography	Flat.
Adjoining land uses and boundary features	A49 to the north and east, existing housing area to the south and the Lion Coppice wooded area, which separates the site from housing fronting Battlefield Road, to the west.
Local highway capacity/ constraints	Access not currently acceptable, could be easily achievable. Traffic management improvement required. Cycle access not currently acceptable, could be easily achievable based Public footpath on southern edge of site.
Other critical infrastructure constraints¹	Electricity pylons/overhead cables over part of site. Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is assessed as part of an area of medium/low landscape sensitivity. The area is in gently undulating countryside with limited views and lies adjacent to the bypass. It is currently down to grassland and has a power line running across it. The adjoining northern triangle (SHREW106) is an important gateway site to Shrewsbury from the north and faces existing development across the roundabout which is located in open countryside. There is an attractive and visually important area of woodland to the west. The area to the south has already been developed for housing. The site is assessed as of high/medium capacity for housing development The site has capacity for housing providing it is set back and screened from the bypass. A corridor including the power line may be an appropriate

Shrewsbury Submission

	boundary.
Planning history or designations	Planning permission for residential development (Persimmon Homes Ltd.) – 11/03087/OUT.
Land ownership, land agreements and delivery statements	Persimmon Homes Ltd hold an option for the development of the site. Information submitted with the recent planning application indicates intention to proceed with delivery if permission granted.
Access to services/employment areas	Close to superstore, Sundorne Retail Park, and Battlefield Enterprise Park/Lancaster Road Business Park. Primary school at Featherbed Lane and secondary school at Sundorne.
Other constraints	Ecological value/presence of protected species. Electricity pylons (400 KV and 33 KV). Proximity of A49 (noise/air quality).
General site related benefits	Eco-park proposed on eastern side of site. Infrastructure contributions agreed in relation to permitted development 11/03087/OUT.
Transport and Highways related benefits	Contribution agreed to local highway network improvements in relation to permitted development 11/03087/OUT.
Strategic fit	Well contained site capable of contributing to housing supply with national housebuilder actively involved.
Other relevant information	Promotional material and outline planning approval (Persimmon Homes) with detailed supporting information including transport assessment, noise, air quality, ecological, archaeological, and flood risk assessments.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Possible impact on setting of Registered Battlefield
Biodiversity	<p>There are protected species (BAP Moths) on site. The following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Reptiles <p>The site is not in, adjacent to, or within a buffer zone of a designated site.</p> <p>The Site is not in or adjacent to an Environmental Network but there is potential to improve environmental networks.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Group TPO on site boundary (Lion Coppice).
Environmental Health	No comments received
Drainage: Watercourse flooding	There is a watercourse within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. No part of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ.

Shrewsbury Submission

Countryside	No comments received
Environment Agency	Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.
Community consultation response	<p>Major objections from local residents (particularly from Berwick Grange) to current planning application. Concerns include over-development of the site, access and highways issues, ecological impacts (including regarding ghost moths, barn owls and badger foraging), safety of children using the existing play facilities and linked to the proposed eco-park being under the pylons, and ground conditions/drainage.</p> <p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received.

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, an amenity green space, a young people's recreational facility, flood risk and development offers the opportunity to remediate a former use. It is negative for access to a primary school, the other three key amenities and facilities, agricultural land quality and some trees on the site are protected by Tree Preservation Orders. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The site is a flat, relatively well contained site adjoining existing housing development and capable of being served by an existing access (Shillingston Drive). It is close to a good range of facilities, and services and major employment opportunities. Local highways capacity issues can be addressed through mitigation measures. Ecological issues (including moths) with significant ecological mitigation required. The proposals include a buffer zone to the existing Lion Coppice and a new 'eco-park' on the eastern side of the site (albeit that this is an area which cannot be developed due to the presence of electricity pylons). Whilst the development would have impacts, it is considered that these can be adequately mitigated and the proposal provides an opportunity to gain long term public access to and control of substantial areas of land to be enjoyed by existing and future residents and managed for the benefit of wildlife. Whilst the concerns of existing residents are understood, and the residents have been instrumental in highlighting the ecological interest of the area, it is considered that the site is a realistic option for additional housing development extending the previous Berwick Grange development.

Shrewsbury Submission

Conclusion

Potential windfall site	No
Realistic site	Yes, subject to satisfactory ecological mitigation and highways improvements/mitigation measures. Site with planning permission - reference number: 11/03087/OUT

Recommendation

Allocation in Final Plan	Yes , subject to development guidelines stating: Development subject to creation of eco-park on eastern side and buffer to Lion Coppice, and provision of funding for local highways improvements.
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW106/ELR007	Site Name: Land east of Battlefield Road
Size (ha)	2.1 (1.2 ha developable)
Indicative capacity	36 houses/care home/other uses.
General location	The site is located in north Shrewsbury, east of Battlefield Road, adjacent to the A49 and immediately south of the Battlefield Roundabout.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is not in or adjacent to a Coal Authority Referral Area or a Mineral safeguarding Area
Current use	Meadow
Topography	Flat.
Adjoining land uses and boundary features	A49 to the east (partially screened) and Battlefield Roundabout to the north of the site. Housing and Lion Coppice to the south, with originally linked site SHREW105 Land off Shillingston Drive further to the south. To the east, the site is adjacent to the A49 and edged with trees. Battlefield Road with residential dwellings to the west.
Local highway capacity/ constraints	Access from Battlefield Road is constrained by the proximity to the A49/A53 Battlefield Roundabout. Access could be linked to site SHREW105 (but does not form part of the current proposals for that site). Cycle access acceptable
Other critical infrastructure constraints¹	Pylons and overhead power lines – 33KV and 400 KV. Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is part of an area assessed as of medium/low landscape sensitivity: The area is in gently undulating countryside with limited views and lies adjacent to the bypass. It is currently down to grassland and has a power line running across it. The northern triangle is an important gateway site to Shrewsbury from the north and faces existing development across the roundabout which is located in open countryside. There is an attractive and visually important area of woodland to the east. The area to the south has already been developed for housing. The site is part of an area assessed as of high/medium capacity for housing development: The area to the south has capacity for housing providing it is set back and

Shrewsbury Submission

	screened from the bypass. A corridor including the power line may be an appropriate boundary. The area south of the roundabout may not be appropriate for housing due to its gateway role in proximity of busy roads. The northern triangular area may be appropriate for an attractive commercial gateway development to a high standard.
Planning history or designations	Greenfield site
Land ownership, land agreements and delivery statements	Site was being promoted on behalf on national housebuilder with an option agreement with landowners.
Access to services/employment areas	Close to superstore, Sundorne Retail Park, and Battlefield Enterprise Park/Lancaster Road Business Park. Roadside services commercial facilities and livestock market north of roundabout. Primary school at Featherbed Lane and secondary school at Sundorne.
Other constraints	Overhead power lines. Veteran tree in centre of site. Proximity to A49 and Battlefield Roundabout.
General site related benefits	Potential gateway site (commercial/employment use).
Transport and Highways related benefits	Potential to provide emergency exit/cycle link for adjoining housing site SHREW105.
Strategic fit	Potential employment land.
Other relevant information	Promotional information submitted including preliminary ecological assessment, landscape and transport statement.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Possible impact on setting of Registered Battlefield
Biodiversity	<p>There are protected species (BAP Moths) on site and the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Reptiles <p>The site is not in, adjacent to or within a buffer zone of a designated site.</p> <p>The Site is not in or adjacent to an Environmental Network but there is potential to improve environmental networks.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Limited tree constraints
Environmental Health	No comments received
Drainage: Watercourse flooding	No part of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	14%of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage

Shrewsbury Submission

	Systems (SUDS). Highly permeable geology and not in any SPZ
Countryside	No comments received
Environment Agency	Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.
Community consultation response	<p>Major objections from local residents (particularly from Berwick Grange) to current planning application for housing development on adjoining site SHREW105.</p> <p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received.

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, a young people's recreational facility and flood risk. It is negative for access to a primary school, the other four key amenities and facilities and agricultural land quality. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The site is a flat, well contained site within the town's A49 bypass and it is relatively close to a range of commercial facilities and services, and major employment opportunities. The site is at the northern gateway to the town and so would appear to have commercial development potential. However, the site is significantly constrained by a number of factors, including access, overhead pylons, proximity to the A49 and ecological considerations. It is considered that some scope for development remains for low traffic generating use accessed off Battlefield Road if satisfactory access can be achieved, but as an employment land opportunity rather than a housing site. Ecological issues (including moths) require further assessment, and significant ecological mitigation would be required.

Conclusion

Potential windfall site	No – greenfield site outside development boundary.
Realistic site	Yes, for low traffic generating employment/commercial use accessed off Battlefield Road, if satisfactory access can be achieved.

Shrewsbury Submission

Recommendation

Allocation in Final Plan	Yes , subject to development guidelines stating: Development of site adjoining A49/A53 junction for employment uses on gateway site, subject to satisfactory access off Battlefield Road and ecological mitigation measures.
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW108	Site Name: Land at Crosshill Farm
Size (ha)	41.1
Indicative capacity	1,232
General location	The site is located on the north-western edge of Shrewsbury, west of Ellesmere Road and the Mount Pleasant residential area, encompassing Cross Hill Farm and buildings, and Hencott Wood and Pool.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture and Woodland.
Topography	Undulating site which rises up from Ellesmere Road towards Crosshill Farm.
Adjoining land uses and boundary features	The site has agricultural land to the north, west and south, with the Chester railway line further to the west. Ellesmere Road is the eastern edge of the site, with the Mount Pleasant residential area beyond, together with promoted site SHREW015.
Local highway capacity/ constraints	Access not currently acceptable, may be achievable if full site (ie wider area of land to west of Ellesmere Road) was developed - new link road from roundabout. Concerns on Ellesmere Road / Chester Street approach to town centre due to congestion. Cycle access acceptable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is part of an area assessed as of high/medium landscape sensitivity. The area lies within a gently undulating rural landscape bordering a valley to the south and clearly separated from the outskirts of Shrewsbury by Ellesmere Road. This gentle landscape continues further north. Tree cover is limited although there is a stronger line of trees to the south. The area is traversed by the Marches Way. The southern edge of the area lies on the skyline when viewed from the south with Crosshill being particular prominent. The site is assessed as of medium/low capacity for housing development. At present the area has no capacity for housing as it forms part of open countryside and forms a prominent skyline when viewed from the south. There is a clear boundary between the settlement to the east and this area. However, if the north western bypass is implemented this could form a significant boundary if planted with woodland species. Whilst the southern

Shrewsbury Submission

	part of the area including Cross Hill and its environs has no capacity due to its prominence on the skyline, the two fields north of the ditch may have some capacity using the proposed bypass as the northwestern boundary.
Planning history or designations	No relevant previous planning applications. SABC Local Plan protects line of North West Relief Road through site, SSSI designations on north and south of site at Hencott Pool and Old River bed. Remainder designated open countryside in Local Plan..
Land ownership, land agreements and delivery statements	Land promoted by agent Davis Meade on behalf of landowner in conjunction with SHREW015 and SHREW017.
Access to services/employment areas	Access to town centre facilities is via Ellesmere Road/Chester Street where there are congestion difficulties. Nearest employment areas are Battlefield Enterprise Park and Lancaster Road Business Park. Schools at Harlescott Grange, Mount Pleasant and Greenfields, with local services also on Mount Pleasant Road and at Greenfields.
Other constraints	Presence of Hencott Pool and Woods and protected line of Shrewsbury North West Relief Road (SNWRR) are major constraints.
General site related benefits	None identified at this stage
Transport and Highways related benefits	Potential for major co-ordinated development to contribute to provision of Shrewsbury North West Relief Road – but this has not been put forward by the promoters.
Strategic fit	Potential links with provision of SNWRR.
Other relevant information	

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment- An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is in a SSSI and Ramsar designation.</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>HRA- Requires appropriate assessment</p>
Trees	Major tree constraints on northern part of site with woodland and Tree Preservation Orders.
Environmental Health	No comments received
Drainage:	There is no watercourse in or within 50m of the site boundary. No watercourse

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Watercourse flooding	flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ
Countryside	No comments received
Environment Agency	No comments received
Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received.

Site Assessment Summary

The site is agricultural land located to the north of Shrewsbury and west of Ellesmere Road.

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, a primary school, four out of the five key amenities and facilities, landscape sensitivity (which is low) and development offers the opportunity to remediate former uses. It is negative for access to a local park or garden, proximity to a Ramsar site, a SSSI and a Wildlife Site, flood risk, agricultural land quality and some trees on the site are protected by Tree Preservation Orders. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be poor.

In order to develop the site, a new access would be required off the Ellesmere Road, and this would need to form part of a coordinated approach to development of the land west of Ellesmere Road and linked to the provision of the Shrewsbury North West Relief Road (or a leg of it), with a new roundabout at the top of Ellesmere Road. No such comprehensive proposals have been put forward to date. Importantly, the site is in the consultation zone for Hencott Pool SSSI and Ramsar site and within the core area of the environmental network, and any proposals for major development in this area would have to demonstrate how these key environmental assets would be safeguarded and

Shrewsbury Submission

enhanced. In addition, there are a number of trees and hedgerows, some of which are protected by Tree Preservation Orders, which constrain development.

Further issues are that development of the southern part of the site in particular would be highly visible as the site forms a prominent skyline when viewed from the south, the fact that Ellesmere Road to the east currently provides a clear physical boundary to the town in this area with land to the west having a distinctly rural character, and concerns about increased congestion on Ellesmere Road/Chester Street approach to the town centre which would arise from increased development of this area.

It is considered that if development is to be brought forward in this area, then it should be as part of a co-ordinated approach which makes allowance for the provision of the northern stretch of the Shrewsbury North West Relief Road, which remains a Council aspiration. In the absence of such an approach and with the issues identified in relation to development in this area, the site is not considered a realistic option to be identified for development.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW110	Site Name: Land at Hanwood Road / Nobold Lane.
Size (ha)	2.9
Indicative capacity	86
General location	The site is located on the south-western edge of Shrewsbury, on land at the junction of Hanwood Road and Nobold Lane.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is not in or adjacent to a Coal Authority Referral Area or a Mineral safeguarding Area
Current use	Meadow
Topography	Undulating
Adjoining land uses and boundary features	The A488 Hanwood Road is the northern boundary of the site, with an individual residential property on the other side of the road and countryside beyond (promoted sites SHREW100 and 019/094/and 030R). The Radbrook residential area is to the north east. Land to the south and east is in agricultural use, with Nobold Lane forming the eastern edge of the site.
Local highway capacity/ constraints	<p>In relation to the site as part of the large scale earlier Sweetlake proposals for the land between the Hanwood and Longden Roads: Access not currently acceptable, could be easily achievable - require link road between Radbrook road and Longden Road, good pedestrian cycle links to Radbrook Green area and good site design.</p> <p>On its own, this site could potentially be accessed off the Hanwood Road or Nobold Lane, although Nobold Lane is narrow (with passing places) and would require improvement.</p> <p>Cycle access not currently acceptable, could be easily achievable</p>
Other critical infrastructure constraints¹	<p>Shrewsbury Place Plan (2011-2012)</p> <ol style="list-style-type: none"> Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. A5 junction improvements – A number of A5 junction improvements have been identified, including the A5/A488 Edgebold roundabout.
Inherent landscape character²	<p>The site is part of a larger site within the Shrewsbury and Atcham Landscape Sensitivity and Capacity Study assessed as having medium landscape sensitivity.</p> <p>The area gently slopes towards the town with steeper slopes to the east forming an attractive backcloth to the relatively new adjacent housing. It consists of pasture enclosed by hedgerows with trees and a woodland belt to the east. Overall the area becomes more enclosed eastwards. The area forms part of an attractive countryside approach to Shrewsbury and is generally visible from the adjacent radial road. However, the area is</p>

Shrewsbury Submission

	<p>generally not publicly accessible and has only one Public Right of way running to the south. Noise from the adjacent roads reduce the area's tranquillity. The area has a similar character to the wider countryside.</p> <p>The area is assessed as having medium capacity for housing development:</p> <p>The area may have some capacity for housing. It is likely to be located to the east which is the most enclosed landscape although this probably has the most ecological interest. Development to the west would become more exposed and open to view and would be a long-term proposal at best.</p> <p>The site and its immediate vicinity has considerable character, to which the small scale fields, hedgerows, individual properties (notably Nobold House) and the Lane itself all contribute.</p>
Planning history or designations	Former Borough Local Plan identified site as within a broader area with a local environmental value (policy not saved).
Land ownership, land agreements and delivery statements	Site promoted.
Access to services/employment areas	Reasonable proximity to a range of facilities and services (Radbrook Green and Mytton Oak Local Centre). Secondary schools nearby on Longden Road. Nearest employment areas are Oxon Business Park and Longden Road Industrial Estate, but major employment at Royal Shrewsbury Hospital and Nuffield Hospital.
Other constraints	None known
General site related benefits	None identified
Transport and Highways related benefits	None identified
Strategic fit	Nothing identified
Other relevant information	Promotional material for wider Sweetlake proposals.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	SW corner of site include earthwork and structural remains of a late 19th century brickworks
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Reptiles <p>The site is not in, adjacent to or within buffer zones of a designated site. The Site is not in or adjacent to an Environmental Network but there is potential to improve environmental networks.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Trees will be a design constraint

Shrewsbury Submission

Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	There is a high risk of groundwater flooding (between 50 and 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ
Countryside	No comments received
Environment Agency	No comments received

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None specific to this site

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, three out of the five key amenities and facilities, landscape sensitivity (which is low) and development offers the opportunity to remediate a former land use. It is negative for access to a local park or garden, a young people's recreational facility and agricultural land quality. The site also contains a former landfill site. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

Although the site adjoins the existing built up area and is relatively close to a good range of facilities, services and employment opportunities, Nobold Lane provides a firm edge to development, with the site and land to the south and east having considerable character, with small scale fields, hedgerows, individual properties (notably Nobold House) and the Lane itself all contributing. The site is therefore considered to be somewhat isolated and would need to be brought forward in association with adjoining parcels of land, as part of a co-ordinated approach to access provision involving the

Shrewsbury Submission

improvement of Nobold Lane, with consequentially greater impacts on the character of the area. As a result, and having regard to the alternatives available, the site is not considered suitable to be identified as a location for development.

Conclusion

Potential windfall site	NO
Realistic site	YES - if the site came forward with surrounding parcels of land and co-ordinated access provision

Recommendation

Allocation in Final Plan	NO
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.
2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW111	Site Name: Land at Newton Farm, Hanwood.
Size (ha)	16.8
Indicative capacity	504
General location	In site is located on the south-western side of Shrewsbury, at land south of the A488 Hanwood Road, around Newton Farm. The site is on the outskirts of Shrewsbury and has no residential areas in the vicinity.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is not in or adjacent to a Coal Authority Referral Area or a Mineral safeguarding Area
Current use	Agriculture
Topography	Relatively flat with gently sloping land to the east
Adjoining land uses and boundary features	Hanwood Road is the northern boundary of the site with agricultural land beyond. There is also agricultural land to the east, west and south. Part of the southern boundary is a Roman road and public right of way.
Local highway capacity/ constraints	<p>In relation to the site as part of the large scale earlier Sweetlake proposals for the land between the Hanwood and Longden Roads: access not currently acceptable, could be easily achievable - require link road between Radbrook Road and Longden Road, good pedestrian cycle links to Radbrook Green area and good site design.</p> <p>Cycle access not currently acceptable, could be easily achievable.</p> <p>In isolation, the site would require a new access off Hanwood Road.</p>
Other critical infrastructure constraints¹	<p>Shrewsbury Place Plan (2011-2012)</p> <ol style="list-style-type: none"> Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. A5 junction improvements – A number of A5 junction improvements have been identified, including the A5/A488 Edgebold roundabout.
Inherent landscape character²	<p>The Shrewsbury and Atcham Landscape Sensitivity and Capacity Study (2007) includes the site within two larger areas referred to as Shrewsbury 26 and 27.</p> <p>As the site is predominantly covered under Shrewsbury 26, this area is assessed as having medium landscape sensitivity. The area gently slopes towards the town with steeper slopes to the east forming an attractive backcloth to the relatively new adjacent housing. It consists of pasture enclosed by hedgerows with trees and a woodland belt to the east. Overall the area becomes more enclosed eastwards. The area forms part of an attractive countryside approach to Shrewsbury and is generally visible from the adjacent radial road. However, the area is generally not publicly accessible and has only one PROW running to the south. Noise from the adjacent roads reduce the area's tranquillity. The</p>

Shrewsbury Submission

	<p>areahas a similar character to the wider countryside.</p> <p>Shrewsbury 26 is assessed as having medium capacity for housing development: The area may have some capacity for housing. It is likely to be located to the east which is the most enclosed landscape although this probably has the most ecological interest. Development to the west would become more exposed and open to view and would be a long-term proposal at best. However, the southern part of the site has low/medium capacity for housing (as identified under Shrewsbury 27) given its location away from the settlement edge and visibility from the bypass.</p>
Planning history or designations	No planning history or designations
Land ownership, land agreements and delivery statements	Site promoted by Halls
Access to services/employment areas	The site is located on the outskirts of Shrewsbury along Hanwood Road. It is therefore removed from existing facilities and services with the nearest being Mytton Oak Local Centre and Radbrook Green, with secondary schools at Longden Road. Nearest employment areas are Oxon Business Park and Longden Road Industrial Estate.
Other constraints	None known
General site related benefits	None identified
Transport and Highways related benefits	None identified
Strategic fit	Given the isolated location of the site, away from the existing built edge of Shrewsbury, it is not considered to fit strategically with the development strategy for the town.
Other relevant information	Promotional material for wider Sweetlake proposals.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Listed Building (Grade II) present. Site crossed by line of a possible Roman road.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Reptiles <p>The site is not in, adjacent to or within buffer zones of a designated site.</p> <p>The Site is not in or adjacent to an Environmental Network but there is potential to improve environmental networks.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Trees will be a design constraint
Environmental	No comments received

Shrewsbury Submission

Health	
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	There is a medium risk of groundwater flooding (between 25 and 50% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	No comments received

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None specific to this site

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport and flood risk. It is negative for access to a primary school, all five key amenities and facilities and agricultural land quality. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be poor.

The site is removed from the existing built up area, forming part of the wider countryside, with limited access to facilities and services. Given the isolated nature of the site, it is not considered suitable for development.

Conclusion

Potential windfall site	NO
Realistic site	NO

Recommendation

Allocation in Final Plan	NO
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Shrewsbury Submission

Site Ref: SHREW112	Site Name: Land at the Grove, 84 Battlefield Road.
Size (ha)	0.8
Indicative capacity	20 houses
General location	The site is located in north Shrewsbury. The site is off Battlefield Road/Shillingston Drive.
Brownfield or Greenfield	Existing dwelling and associated land.
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is not in or adjacent to a Coal Authority Referral Area or a Mineral safeguarding Area
Current use	Grounds of dwelling - partial woodland
Topography	Relatively flat at road frontage – slightly sloping up to the north.
Adjoining land uses and boundary features	The Lion Coppice is to the north. To the north-east is agricultural land – rough pasture (promoted for development with a current planning application). To the south, is Shillingston Drive, with an area of open space to Battlefield Brook and then the Sundorne Retail Park and employment area. There is new residential development immediately to the west.
Local highway capacity/ constraints	Access potentially achievable off Shillingston Drive, possibly in conjunction with adjoining site SHREW105. Cycle access not currently acceptable, could be easily achievable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is assessed as part of an area (with SHREW105) of medium/low landscape sensitivity and high/medium capacity for housing development – however, this site includes an area of partial woodland and is more prominent visually than the adjoining land..
Planning history or designations	Planning permission granted for Care Home 13/03238/OUT.
Land ownership, land agreements and delivery statements	Information with application 13/03238/OUT.
Access to services/employment areas	Close to superstore, Sundorne Retail Park, and Battlefield Enterprise Park/Lancaster Road Business Park. Primary school at Featherbed Lane and secondary school at Sundorne.
Other constraints	Existing woodland on site and Lion Coppice to the north. Shillingston Drive highways capacity (see also SHREW105)
General site related benefits	Potential to positively manage remaining woodland.
Transport and Highways related	None identified at this stage

Shrewsbury Submission

benefits	
Strategic fit	Adjoins existing residential development.
Other relevant information	Supporting information submitted regarding Care Home proposal 12/03238/OUT.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment. An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Reptiles <p>Ecological comments on adjoining site SHREW105 indicates that there are protected species (BAP Moths) in the area. The site is not in, adjacent to or within a buffer zones of a designated site.</p> <p>The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Many mature trees on site, requires tree survey
Environmental Health	No comments received
Drainage: Watercourse flooding	There is a watercourse (Battlefield Brook) within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. No part of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ
Countryside	No comments received
Environment Agency	No comments received
Community consultation response	<p>Major objections from local residents (particularly from Berwick Grange) to current planning application for housing development on adjoining site SHREW105.</p> <p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents</p>

Shrewsbury Submission

	<p>groups including with regard to Pengrove, Meole village, and ‘south, south-west and west of Shrewsbury’, with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received.

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, an amenity green space and a young people’s recreational facility. It is negative for access to a primary school, the other three key amenities and facilities, agricultural land quality and some trees on the site are protected by Tree Preservation Orders. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

This is a small but sensitive site, having a woodland character and some visual prominence, although it adjoins existing housing development and could potentially be accessed from Shillingston Drive. It is close to a good range of facilities, and services and major employment opportunities. Access and local highways capacity issues would need to be addressed satisfactorily, including mitigation measures. Ecological issues (including moths) require further assessment, and ecological mitigation would be required. Although the site is potentially developable, deliverability remains to be demonstrated and would require detailed design issues to be addressed. As a result the site is not considered a realistic site for allocation, but it is a site that could potentially come forward for an appropriate use though a windfall planning application.

Conclusion

Potential windfall site	Yes
Realistic site	No (although outline planning consent granted for care home 12/03238/OUT)

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW113	Site Name: Land at Monkmoor Road.
Size (ha)	1.4
Indicative capacity	Approx. 6 on greenfield part of site (approximately 35 if existing uses were to be redeveloped)
General location	The site is located in eastern Shrewsbury at Monkmoor Farm at the end of Monkmoor Road. The site is on the outskirts of Shrewsbury but is close to the Monkmoor residential area.
Brownfield or Greenfield	Mixed
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Residential and meadows
Topography	Flat
Adjoining land uses and boundary features	Monkmoor Road is the northern edge of the site, with agricultural fields and the River Severn beyond. To the east and the south of the site there are further paddocks and the main Shrewsbury sewage treatment works. To the south-west is Monkmoor Industrial Estate.
Local highway capacity/ constraints	Access acceptable Cycle access not currently acceptable, could be easily achievable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site comprises industrial uses, residential dwellings, a farm and greenfield land. Its character is of an edge of town nature bounded by farmland with the River Severn beyond.
Planning history or designations	Various associated with existing uses.
Land ownership, land agreements and delivery statements	Promoted by agent for inclusion within development boundary.
Access to services/employment areas	Close to employment, facilities and services including public transport links to town centre.
Other constraints	Close to Monkmoor Industrial Estate and Sewage Treatment Works. Existing employment uses within site.
General site related benefits	None identified at this stage.
Transport and Highways related	None identified at this stage.

Shrewsbury Submission

benefits	
Strategic fit	N/A
Other relevant information	None identified at this stage.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Includes site of Monkmoor House - a mid-late 19th century house. Any surviving remains likely to be of local level significance.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Reptiles ▪ Otter <p>The Site is not in or adjacent to an Environmental Network but there is potential to improve environmental networks.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Limiting hedgerow and trees constraints. Mature trees particularly around buildings to west of site
Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	No comments received

Community consultation response	Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of
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Shrewsbury Submission

	<p>maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received.

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport and an amenity green space. It is negative for access to the other four key amenities and facilities, proximity to a Wildlife Site, agricultural land quality and part of site is used as current waste management (recycling) facility and the site is also within 250m of a second current waste management facility. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be poor.

The site is largely developed and has existing uses including employment and residential, interspersed with some greenfield land. It is well located in relation to local services and facilities but is also close to industrial uses both within the site and at Monkmoor Industrial Estate adjoining and to the sewage treatment works to the southeast. Monkmoor Road narrows beyond the access point to the treatment works and the character becomes more rural with farmland on the opposite side of the road and River Severn beyond. There are currently four residential dwellings in large plots within this site and 12 industrial units at Monkmoor Farm. Further intensification of either of these uses would not be considered beneficial to either the existing residential or employment uses.

Conclusion

Potential windfall site	Yes – although currently outside development boundary
Realistic site	No – majority of site is in use.

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW118	Site Name: Land at Ellesmere Road.
Size (ha)	24
Indicative capacity	715 – potentially 800 if combined with promoted site SHREW090/R to the south.
General location	The site is located in north-western Shrewsbury at land adjacent to Ellesmere Road, west of Herongate.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture
Topography	The site rises from the Old River Bed to the north up to the existing housing development at Cedars Drive, then slopes down again to the south and the railway line to the west.
Adjoining land uses and boundary features	The Old River Bed forms the northern boundary, with an escarpment and countryside beyond. A former nursery (site SHREW126) fronts Ellesmere Road and is promoted both individually and as part of a coordinated approach with this site. Ellesmere Road is the eastern edge of the site, with houses fronting Ellesmere Road and the Herongate development beyond. The Cedars Drive residential area, promoted site SHREW090/R and allocated housing site SHREW073 are to the south, with the Chester railway line to the west.
Local highway capacity/ constraints	Access not currently acceptable, could be easily achievable - require a roundabout at Hubert Way. Concerns over traffic on Ellesmere Road and Chester Street – congestion on Coton Hill approach to town centre and in Greenfields area. Cycle access not currently acceptable, could be easily achievable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is part of an area assessed as of medium landscape sensitivity. The area lies on the western side of a gentle ridge and consists of small scale pasture to the south and arable to the north bordering the Bagley Brook valley. Fields are relatively open with low hedges or fences and sporadic trees. The majority of development lies to the east of Ellesmere Road although a small estate and ribbon development lies to the west. The area is in a relatively poor condition to the south.

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	<p>The area is assessed as of medium capacity for housing development.</p> <p>The area has some capacity for housing. The most appropriate area is to the south which is less visible to the wider countryside to the north. Any development should ensure that a nature conservation corridor is maintained along the western boundary associated with the railway and existing water body.</p>
Planning history or designations	No relevant previous planning history apart from nursery site (SHREW126).
Land ownership, land agreements and delivery statements	Promoted by RPS Planning on behalf of Mosaic Estates. Promoters suggest that land could be developed in conjunction with adjoining land controlled by Crest Nicolson (SHREW090/R).
Access to services/employment areas	Accessible to local shops on Ellesmere Road and Greenfields Primary School. Reasonably accessible to town centre shopping, commercial and employment facilities to the south, secondary school (Harlescott Grange) and employment opportunities at Battlefield Enterprise Park/Lancaster Road to the north.
Other constraints	None identified at this stage
General site related benefits	Major, phased and co-ordinated development in a location relatively close to town centre. Scope to provide new primary school site and local centre facilities.
Transport and Highways related benefits	Scope to reinforce Ellesmere Road as transport corridor, strengthening pedestrian and cycle routes and public transport provision. Potential to contribute to future Shrewsbury North West Relief Road.
Strategic fit	Major site in walking/cycling distance of town centre.
Other relevant information	Various promotional material and supporting evidence submitted including Delivery Statement and indicative masterplan, transport appraisal and phasing proposals.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment - An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Reptiles <p>The site is adjacent to Old River Bed County Wildlife Site.</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Limiting tree and hedgerow constraints. Mature trees, groups of trees and numerous hedgerows, but very large site.
Environmental Health	No comments received
Drainage:	There is a watercourse within 50m of the site boundary. Historically 0.75% of site

Shrewsbury Submission

Watercourse flooding	floods and no flood event have been reported by a member of the public to the Flood Forum. 1.00% of the site is in Flood Zone 3a and 0.75% of the site is in Flood Zone 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a very high risk of groundwater flooding (more than 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ
Countryside	No comments received
Environment Agency	No comments received
Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and ‘south, south-west and west of Shrewsbury’, with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	At Core Strategy consultation stage, the Highways Agency noted that development in this north western direction would have less direct impact on the strategic road network than other potential directions.

Site Assessment Summary

The site is agricultural land located to the West of Ellesmere Road.

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, a primary school, three out of the five key amenities and facilities, landscape sensitivity (which is low), flood risk and development offers the opportunity to remediate a former land use. It is negative for access to a local park or garden, a young people’s recreational facility, proximity to a Ramsar Site, a SSSI and a Wildlife Site and agricultural land quality. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The site is a major greenfield site which, unusually, is in walking and cycling distance of the town centre and therefore in a relatively sustainable location. However, whilst this proximity and the site’s accessibility to more local facilities and services is recognised, there remain issues of the effects of increased traffic from the development of such a large site (even with mitigation measures) and, particularly, potential increased traffic impacts on Ellesmere Road/Chester Street, and this is the major reason for not proposing to allocate further development in this part of the town at this time

Shrewsbury Submission

(given also that there is a significant brownfield site with permission yet to be built – SHREW073 – land off Ellesmere Road: 146 dwellings). The promoters have engaged with the Council's highways and transport officers to demonstrate the scope to mitigate impacts and enhance Ellesmere Road as a walking/cycling and public transport corridor – and the potential for this is recognised. However, in the absence of firm prospects in the next few years for the Shrewsbury North West Relief Road, which would significantly reduce traffic flows into the town centre on Ellesmere Road/Chester Street, it is considered that some additional traffic impacts would be inevitable, even with a phased approach to the development of the site.

As regards other issues, the northern part of the site would have some landscape sensitivity as viewed on the approach towards the town centre from the north, being on rising land. Otherwise, matters raised would largely be capable of being addressed through design and mitigation.

Overall, it is concluded that, whilst the site would be capable of development and traffic impacts could be mitigated to some extent, it is not appropriate to identify this major site for development at this time, prior to progress with the Shrewsbury North West Relief Road and with alternatives being available.

Conclusion

Potential windfall site	No – large greenfield site outside development boundary
Realistic site	Yes – if highways and transport issues can be satisfactorily addressed through mitigation measures.

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW119	Site Name: Land north east of Woodcote Way
Size (ha)	1.4
Indicative capacity	41
General location	The site is in eastern Shrewsbury, on land north east of Woodcote Way.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture
Topography	Relatively flat
Adjoining land uses and boundary features	The access road to the Shrewsbury Golf Driving Range forms the (hedged) boundary to the north. To the north-east, there is land in agricultural use. Woodcote Way and roundabout with Telford Way forms the south-western edge, with housing beyond. To the south east is Severndale School car park and buildings, with the Hearne Way/Dale Road residential area beyond.
Local highway capacity/ constraints	Access acceptable. Cycle access not currently acceptable, but achievable.
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is part of an area assessed as of medium/low landscape sensitivity The area is degraded farmland in a gently sloping shallow valley with hedgerows having been removed except on the edges of the area. The stream corridor has some riparian vegetation and is a sensitive feature. The River Severn that runs adjacent with its riparian vegetation and the Severn Way is the most sensitive part of the site forming a link in this important valley corridor which connects the countryside through to the centre of the town. The area is assessed as of high/medium capacity for housing development: The area has capacity to housing providing it avoids the River Severn and a substantial associated corridor and retains the stream corridor.
Planning history or designations	No known planning history.
Land ownership, land agreements and delivery statements	The site is being promoted by Shropshire Homes Ltd

Shrewsbury Submission

Access to services/employment areas	Relatively close to employment, facilities and services, including primary school adjacent and with good public transport, pedestrian and cycle links to town centre.
Other constraints	Assessment of flood risk indicates site significantly affected by flood risk- 100 year plus climate change.
General site related benefits	n/a
Transport and Highways related benefits	n/a
Strategic fit	n/a
Other relevant information	Site Flood Risk Assessment, Preliminary Landscape Report and detailed promotional document including correspondence with the Environment Agency and Highways Authority.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment- An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Reptiles <p>The site is not in, adjacent to or within a buffer zones of a designated site.</p> <p>The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Boundary hedgerows should be no constraint to development
Environmental Health	No comments received
Drainage: Watercourse flooding	A watercourse runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. No watercourse flooding has been recorded and no flood events have been reported by members of the public to the Flood Forum. 1.47% of the site is in Flood Zone 3a.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	There is a high risk of groundwater flooding (between 50 and 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	Further assessment/modelling would be needed to support any allocation to ascertain how much of the site is developable, or there is an unmapped small watercourse.

Shrewsbury Submission

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and ‘south, south-west and west of Shrewsbury’, with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, an area of natural and semi-natural green space and an amenity green space. It is negative for access to the other three key amenities and facilities, proximity to a Wildlife Site and agricultural land quality. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The Stage 2b assessment has found that the site is not a realistic site due to the high risk of flooding. Promotional material submitted by the promoters’ shows that this parcel of land will be affected by flooding at the 100 year and increasing flooding due to climate change level. Therefore the site is not considered suitable to be identified as a location for development, with other, less vulnerable sites available around Shrewsbury.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW120R	Site Name: Land off Woodcote Way – Site B
Size (ha)	1.9 ha
Indicative capacity	42
General location	Land off Woodcote Way on north-eastern side of town, adjoining residential area (Dale Road) and Wilfred Owen School.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture (arable)
Topography	Sloping, initially fairly steeply from the existing residential area, towards minor watercourse and River Severn.
Adjoining land uses and boundary features	Residential area (Dale Road/Riverdale Road) with Wilfred Owen/Severndale Schools to south-east. Severn Valley to north/north-east, with Golf Driving Range at Underdale Hall.
Local highway capacity/ constraints	Access off Woodcote Way acceptable in principle subject to levels (flood risk). Potential access off Monkmoor Road via Glenburn Gardens and Riverdale/Dale Road, but relatively indirect, narrow roads/pavements, on-street parking.
Other critical infrastructure constraints¹	<p>Flood Risk is a key consideration. A Site Flood Risk Assessment has been carried out, resulting in Site A (SHREW119) no longer being promoted in conjunction with this site.</p> <p>Shrewsbury Place Plan (2011-2012)</p> <ol style="list-style-type: none"> Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The area now promoted for development forms the side of a gently sloping shallow valley incorporating a stream corridor which has some riparian vegetation and is a sensitive feature. The River Severn that runs adjacent with its riparian vegetation and the Severn Way abutting the western edge of the site is sensitive as a link in that important valley corridor. The site is part of an area assessed as of medium/low landscape sensitivity and high/medium capacity for housing development providing that it avoids the River Severn and associated corridor and retains the stream corridor.
Planning history or designations	Greenfield . Site with planning permission - reference number: 13/01876/FUL)
Land ownership, land agreements and delivery statements	Carter Jonas acting for landowners. Shropshire Homes has option on land and planning consultants have submitted promotional and technical supporting information.
Access to	Relatively close to employment, facilities and services, including primary

Shrewsbury Submission

services/employment areas	school adjacent and with good public transport, pedestrian and cycle links to town centre.
Other constraints	Major town sewer running along southern edge of site. Public footpath along southern edge of site linking to Severn Way by River Severn.
General site related benefits	Shropshire Homes has indicated the provision of amenity space on the lower lying land linked to sustainable urban drainage proposals/retention of stream corridor and the scope to provide land for a recreational facility close to Woodcote Way, if sought to meet existing community needs. The existing footpath link to the River Severn/Severn Way can be improved. The creation of a new landscaped edge to the urban area would be beneficial in landscape terms.
Transport and Highways related benefits	Potential secondary/emergency access to/from Dale Road.
Strategic fit	Potential smaller scale land allocation contributing to range and choice of deliverable sites.
Other relevant information	Site Flood Risk Assessment, Preliminary Landscape Report and detailed promotional document including correspondence with the Environment Agency and Highways Authority. Information forming part of consented planning application 13/01876/FUL.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment - An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Dormouse ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Minor tree and hedgerow constraints. Boundary hedgerows and a few trees
Environmental Health	No comments received
Drainage: Watercourse flooding	A watercourse runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. Historically 14% of the site floods and no flood event have been reported by a member of the public to the Flood Forum. 24% of the site is in Flood Zone 3a and 19% is in Flood Zone 3b. (Drainage Data may be different if site has been combined).
Drainage: Surface water flooding	Less than 10 % of the site is susceptible to surface water flooding

Shrewsbury Submission

Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	<p>Further assessment/modelling would be needed to support any allocation to ascertain how much of the site is developable, or there is an unmapped small watercourse. Narrow site adjacent to River Severn - northern part in Flood Zone 3.</p> <p>Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.</p>
Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None specific to this site

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, a primary school, an area of natural and semi-natural green space and an amenity green space. It is negative for access to the other three key amenities and facilities, landscape sensitivity (which is high), proximity to a Wildlife Site, flood risk and agricultural land quality. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair..

The site is in a relatively accessible location but is also subject to a number of significant constraints, particularly flood risk, highways access, presence of a major town sewer, relationship to existing housing and the importance of the river and stream corridors for wildlife and amenity. The promoters of the site have now amended their proposals to address these issues, reducing the area to be developed to avoid the area of flood risk (land north-east of Woodcote Way – SHREW119), with that area to be crossed by the primary access road to the site, designed to allow the drainage of flood water, providing areas for wildlife/public open space, and allowing for an 8m corridor along the main sewer, also acting as a buffer top existing properties on Dale Road/Riverdale. Nonetheless, the relationship between the proposed development and existing housing would need to be further

Shrewsbury Submission

addressed through detailed design and mitigation measures, and this may further reduce the number of houses which could be accommodated on the site.

On this basis, it is considered that site SHREW120/R (Site B) could be developed avoiding the area of flood risk and subject to necessary mitigation measures, providing some benefits in terms of accessible green space (improving access to the River Severn/Severn Way) and a landscaped edge to the town.

Conclusion

Potential windfall site	No
Realistic site	Yes - Site B only avoiding areas of flood risk and subject to primary access off Woodcote Way and mitigation measures as may be required. (Site with planning permission - reference number: 13/01876/FUL)

Recommendation

Allocation in Final Plan	Yes , subject to development guidelines stating: Development subject to a new access off Woodcote Way, provision of public open space and improved footpath link to Severn Way.
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.
2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW121	Site Name: Land north of Longden Road, Shrewsbury.
Size (ha)	0.7
Indicative capacity	22
General location	The site on land north of Longden Road, to the east of Roman Road, in the Rad Brook Valley.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is adjacent to a Mineral Safeguarding Area
Current use	Woodland
Topography	Sloping towards Rad Brook.
Adjoining land uses and boundary features	To the north, there is the Rad Brook and the gardens of residential dwellings. There is a wooded area to the east together with promoted site SHREW122, while, to the south, there are residential dwellings fronting Longden Road. To the west, there are private school playing fields.
Local highway capacity/ constraints	More information about access point required – no obvious access. Cycle access not currently acceptable, maybe achievable.
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	No site specific assessment, but site is wooded and forms part of the Rad Brook Valley. Although located within the built up area of the town, this area has an unmanaged urban fringe/countryside character.
Planning history or designations	No known planning history.
Land ownership, land agreements and delivery statements	The site is being promoted.
Access to services/employment areas	Relatively close to town centre and therefore in close proximity to existing services, facilities and employment. Primary school and local facilities at Longden Coleham, secondary schools on Longden Road.
Other constraints	Rad Brook Valley is an important green corridor forming part of the town's strategic environmental network. Public right of way along side of site.
General site related benefits	None identified
Transport and Highways related benefits	None identified
Strategic fit	

Shrewsbury Submission

Other relevant information	
Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Within a Conservation Area
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Dormouse ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is not in, adjacent to or within buffer zones of a designated site.</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Mature trees and scrub woodland cover most of this isolated site. Within conservation area and adjacent TPOd woodland to north.
Environmental Health	No comments received
Drainage: Watercourse flooding	A watercourse runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. No watercourse flooding has been recorded and no flood events have been reported by members of the public to the Flood Forum. 13.95% of the site is in Flood Zone 3a and 11.16% of the site is in Flood Zone 3b
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	Further assessment/modelling would be needed to support any allocation to ascertain how much of the site is developable, or there is an unmapped small watercourse - Minimal flooding from Rad Brook and steep site
Community consultation response	Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents

Shrewsbury Submission

	<p>groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, an area of natural and semi-natural green space and an amenity green space. It is negative for access to the other three key amenities and facilities, flood risk, proximity to a former landfill site and the site is within a Conservation Area. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The Stage 2b assessment illustrates that this site has major constraints. The Rad Brook runs along the northern edge of the site, with part of the site in Flood Zone 3a. The site is currently woodland and forms part of the important Rad Brook green corridor, which is part of the environmental network. There is also a major access issue, with no obvious access. The site is, therefore, not considered to be a suitable location to be identified for development, either on its own or in conjunction with the adjoining promoted site SHREW122.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.
2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW122	Site Name: Land north of Longden Road, Shrewsbury.
Size (ha)	0.8
Indicative capacity	24
General location	The site on land north of Longden Road, to the east of Roman Road, in the Rad Brook Valley.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is adjacent to a Mineral Safeguarding Area
Current use	Woodland
Topography	Sloping to Rad Brook.
Adjoining land uses and boundary features	To the north, there is the Rad Brook and the gardens of residential dwellings. There is a wooded area to the west (promoted site SHREW121), while, to the south, there are residential dwellings fronting Longden Road. There is a residential property with large grounds immediately to the east (SHREW227 and an overgrown/wooded area (SHREW225), with a terrace of residential properties and then open land in the Rad Brook valley beyond.
Local highway capacity/ constraints	More information about access point required – no obvious access. Cycle access not currently acceptable.
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	No site specific assessment, but site is wooded and forms part of the Rad Brook Valley. Although located within the built up area of the town, this area has an unmanaged urban fringe/countryside character.
Planning history or designations	No known planning history.
Land ownership, land agreements and delivery statements	The site is being promoted.
Access to services/employment areas	Relatively close to town centre and therefore in close proximity to existing services, facilities and employment. Primary school at Longden Coleham and secondary schools on Longden Road.
Other constraints	Rad Brook Valley is an important green corridor forming part of the town's strategic environmental network. Public right of way along side of site.
General site related benefits	N/A
Transport and Highways related benefits	N/A

Shrewsbury Submission

Strategic fit	N/A
Other relevant information	

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Within a Conservation Area
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Dormouse ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is not in, adjacent to or within a buffer zones of a designated site.</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Mature trees and scrub woodland cover most of this isolated site. Within conservation area and adjacent TPO'd woodland to north.
Environmental Health	No comments received
Drainage: Watercourse flooding	A watercourse runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. No watercourse flooding has been recorded and no flood events have been reported by members of the public to the Flood Forum. 6.34% of the site is in Flood Zone 3a
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	Further assessment/modelling would be needed to support any allocation to ascertain how much of the site is developable, or there is an unmapped small watercourse - minimal flooding from Rad Brook and steep site.

Community consultation	Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to
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Shrewsbury Submission

response	<p>particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, an area of natural and semi-natural green space and an amenity green space. It is negative for access to the other three key amenities and facilities, flood risk, proximity to a former landfill site and the site is in a Conservation Area. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The Stage 2b assessment illustrates that this site has major constraints. The Rad Brook runs along the northern edge of the site, with part of the site in Flood Zone 3a. The site is currently woodland and forms part of the important Rad Brook green corridor, which is part of the environmental network. There is also a major access issue with no obvious access. The site is, therefore, not considered to be a suitable location to be identified for development, either on its own or in conjunction with the adjoining promoted site SHREW121.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW125	Site Name: Former Leoni Premises, Arlington Way, Shrewsbury.
Size (ha)	0.6
Indicative capacity	18.68
General location	The site is located in north Shrewsbury, along the Arlington Way. The site is within the Sundorne Retail park.
Brownfield or Greenfield	Brownfield
Potential Windfall Site	No. Full assessment not undertaken for SAMDev Plan, site acceptability reviewed as part of SHLAA Update (2014) – long-term potential, but site within an established commercial area and unlikely to be suitable for residential development.

Shrewsbury Submission

Site Ref: SHREW126	Site Name: Former Nursery, Ellesmere Road
Size (ha)	0.5
Indicative capacity	15 houses. Site promoted independently but also as part of proposals for a larger area on the western side of Ellesmere Road (SHREW118).
General location	The site is located in north-western Shrewsbury on the Ellesmere Road, opposite to the Herongate housing development to the north of Greenfields.
Brownfield or Greenfield	Greenfield/brownfield – former plant nursery
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Former nursery
Topography	Relatively flat, but gently falling towards Old River Bed to the north.
Adjoining land uses and boundary features	To the north, south and west, the site is adjacent to agricultural land. To the east, the site is adjacent to Ellesmere Road with Herongate existing residential area opposite. Old River Bed to the north.
Local highway capacity/ constraints	Access acceptable. Cycle access not currently acceptable, could be easily achievable.
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is assessed as of medium landscape sensitivity The site forms part of a wider area which lies on the western side of a gentle ridge and consists of small scale pasture to the south and arable to the north bordering the Bagley Brook valley. Fields are relatively open with low hedges or fences and sporadic trees. The majority of development lies to the east of Ellesmere Road although a small estate and ribbon development lies to the west. The area is assessed as of medium capacity for housing development The area has some capacity for housing. The most appropriate area is to the south which is less visible to the wider countryside to the north. Any development should ensure that a nature conservation corridor is maintained along the western boundary associated with the railway and existing water body.
Planning history or designations	History relating to former nursery use. Outside town development boundary in SABC Local Plan.
Land ownership,	Agreement of owners to co-operate in co-ordinated development of larger

Shrewsbury Submission

land agreements and delivery statements	area of land west of Ellesmere Road.
Access to services/employment areas	Reasonably accessible to primary schools and local shops in Greenfields area to the south on Ellesmere Road and off Mount Pleasant Road, secondary school (Harlescott Grange). Nearest employment area – Battlefield Enterprise Park.
Other constraints	Ellesmere Road becomes increasingly constrained as it approaches the town centre, through the Greenfields and Coton Hill areas. Limited footways along Ellesmere Road.
General site related benefits	Scope for beneficial use of previously used land and to form part of a larger scale co-ordinated development area.
Transport and Highways related benefits	
Strategic fit	Re-use of semi-brownfield site.
Other relevant information	Site promoted independently but also as part of proposals for a larger area on the western side of Ellesmere Road (SHREW118).

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment- An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Reptiles <p>The site is not in, adjacent to or within a buffer zones of a designated site</p> <p>The Site is not in or adjacent to an Environmental Network but there is potential to improve environmental networks.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Minor tree and hedgerow constraints. Potentially nice trees close to existing house
Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	There is a very high risk of groundwater flooding (more than 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any Source Protection Zone.

Shrewsbury Submission

Countryside	No comments received
Environment Agency	No comments received
Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None specific to this site

Site Assessment Summary

The site is a former nursery and comprises a number of large greenhouses, brick built buildings, dwelling and parking area.

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, three out of the five key amenities and facilities, landscape sensitivity (which is low), flood risk and development offers the opportunity to remediate a former land use. It is negative for access to a local park or garden, a young people's recreational facility, proximity to both a Wildlife Site and a SSSI and agricultural land quality. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The site is relatively well located in relation to facilities, services and employment, and is semi-brownfield land. However, there is a significant risk of groundwater flooding, over 75% of the site is recorded as susceptible. There may be potential for windfall development of some form and of a limited scale, but on its own the site is too small to allocate for housing and would be an isolated site poorly related to the existing built up area. While the site could potentially form part of the co-ordinated development of the larger area west of the Ellesmere Road (SHREW118), this gives rise to concerns relating to increased traffic on the approach to the town centre and some landscape sensitivity issues.

Conclusion

Potential windfall site	Yes – although currently outside development boundary.
Realistic site	Yes, but too small to allocate independently – only appropriate to allocate for housing if site SHREW118 were coming forward (and this is not proposed as an allocation).

Recommendation

Allocation in Final Plan	No – too small to allocate independently.
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Shrewsbury Submission

Site Ref: SHREW129	Site Name: Land at Cross Hill
Size (ha)	52.0
Indicative capacity	1560
General location	The site is located on the north-western edge of Shrewsbury. The site is south of Hencott Wood and Pool, adjacent to the Chester railway line.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture
Topography	The site itself is fairly flat but is situated on a plateau overlooking the town of Shrewsbury to the south.
Adjoining land uses and boundary features	There is the Hencott Wood and Pool, with agricultural land surrounding them, to the north. The Chester rail line is to the west with agricultural land beyond. Crosshill farm and related land separates the site from Ellesmere Road to the east.
Local highway capacity/ constraints	<p>Access not currently acceptable, maybe achievable if full site (ie wider area of land to west of Ellesmere Road) was developed - new link road from roundabout. Concerns on Ellesmere road / Chester Street due to congestion.</p> <p>However, in isolation, this site has no obvious access – new access required from Ellesmere Road, some distance to the east.</p>
Other critical infrastructure constraints¹	<p>Shrewsbury Place Plan (2011-2012)</p> <ol style="list-style-type: none"> 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	<p>The site is part of an area assessed as of high/medium landscape sensitivity</p> <p>The area lies within a gently undulating rural landscape bordering a valley to the south and clearly separated from the outskirts of Shrewsbury by Ellesmere Road. This gentle landscape continues further north. Tree cover is limited although there is a stronger line of trees to the south. The area is traversed by the Marches Way. The southern edge of the area lies on the skyline when viewed from the south with Crosshill being particular prominent.</p> <p>The site is part of an area assessed as of medium/low capacity for housing development.</p> <p>At present the area has no capacity for housing as it forms part of open</p>

Shrewsbury Submission

	countryside and forms a prominent skyline when viewed from the south. There is a clear boundary between the settlement to the east and this area. However, if the north western bypass is implemented this could form a significant boundary if planted with woodland species. Whilst the southern part of the area including Cross Hill and its environs has no capacity due to its prominence on the skyline, the two fields north of the ditch may have some capacity using the proposed bypass as the north-western boundary.
Planning history or designations	No relevant previous planning applications. Designated open countryside in SABC Local Plan. Hencott Pool to north protected as SSSI and Ramsar site.
Land ownership, land agreements and delivery statements	Promoted by agent Nathaniel Lichfield and Partners on behalf of landowner, Severn Trent Water Ltd.
Access to services/employment areas	Access to town centre facilities is via Ellesmere Road/Chester Street where there are congestion difficulties. Nearest employment areas are Battlefield Enterprise Park and Lancaster Road Business Park.
Other constraints	None identified at this stage
General site related benefits	None identified at this stage
Transport and Highways related benefits	None identified at this stage
Strategic fit	N/A
Other relevant information	None identified at this stage

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	NW part of site contains possible below ground remains of an Iron Age farmstead enclosure - on present evidence of local level significance only.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is in a SSSI and Ramsar designation (Hencott Pool and Wood). The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17. HRA- Requires appropriate assessment</p>
Trees	Minor trees and hedgerow constraints. Occasional mature trees and hedgerows. TPO woodland to north edge of site.
Environmental Health	No comments received
Drainage: Watercourse flooding	A watercourse runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or

Shrewsbury Submission

	planning application stage. No watercourse flooding has been recorded and no flood events have been reported by members of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ
Countryside	No comments received
Environment Agency	No comments received

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received

Site Assessment Summary

The site is agricultural land located to the north of Shrewsbury at Cross Hill.

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, three out of the five key amenities and facilities, landscape sensitivity (which is low) and flood risk. It is negative for access to a local park or garden, a young people's recreational facility, proximity to; a Ramsar Site; a SSSI; an area of Ancient Woodland and a Wildlife Site, agricultural land quality and some trees on the site are protected by Tree Preservation Orders. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be poor.

In order to develop the site, a new access would be required off the Ellesmere Road, and this would need to form part of a coordinated approach to development of the land west of Ellesmere Road and linked to the provision of the Shrewsbury North West Relief Road (or a leg of it), with a new roundabout at the top of Ellesmere Road. No such comprehensive proposals have been put forward

Shrewsbury Submission

to date. Furthermore, parts of this site would be to the west of the SNWRR and remain in the open countryside.

Importantly, the site is in the consultation zone for Hencott Pool SSSI and Ramsar site and within the core area of the environmental network, and here are some tree and hedgerow constraints. Any proposals for major development in this area would have to demonstrate how these key environmental assets would be safeguarded and enhanced.. There would be a need for wildlife surveys, mapping of watercourse to assess extent of flooding and, furthermore, there are possible remains of an Iron Age farmstead enclosure in the north west of the site which would require survey.

Development of the site would be highly visible as the site forms a prominent skyline when viewed from the south. Ellesmere Road to the east currently provides a clear physical boundary to the town in this area with land to the west having a distinctly rural character. There are also concerns about increased congestion on Ellesmere Road/Chester Street which would arise from increased development of this area.

It is considered that if development is to be brought forward in this area, then it should be as part of a co-ordinated approach which makes allowance for the provision of the northern stretch of the Shrewsbury North West Relief Road, which remains a Council aspiration. In the absence of such an approach and with the issues identified in relation to development in this area, the site is not considered a realistic option to be identified for development.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW130	Site Name: Land at Mytton Oak Road, Shrewsbury.
Size (ha)	9.2
Indicative capacity	275
General location	The site is located to the west of Shrewsbury on land south of Mytton Oak Road, within the large area of countryside between the A5 Bypass and the Copthorne/Radbrook areas.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is not in or adjacent to a Coal Authority Referral Area or a Mineral Safeguarding Area.
Current use	Agriculture
Topography	Relatively flat
Adjoining land uses and boundary features	The whole site is surrounded by land in agricultural use, with some individual farm houses and buildings. There are Council allotments on land to the north. Land to the east is promoted for allocation (combined Bowbrook-Radbrook site SHREW210/09, 030/R, 094 and 019, and separate site SHREW100).
Local highway capacity/ constraints	Access is dependent upon another site being developed - access through SHREW210/09. Access requires link through to Mytton Oak Road and ideally Radbrook Road (if part of larger development area). Cycle access not currently acceptable, could be easily achievable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The Shrewsbury and Atcham Landscape Sensitivity and Capacity Study (2007) includes the site in a larger area which is referred to as Shrewsbury 25. This area is assessed as having medium landscape sensitivity: The area gently slopes towards the town with steeper slopes to the east forming an attractive backcloth to the relatively new adjacent housing. It consists of pasture enclosed by hedgerows with trees to the north and east and arable with removed hedgerows and remnant mature oaks to the south west. There is tree cover predominantly in hedgerows but also there are some tree belts. The area forms part of an attractive countryside approach to Shrewsbury and is generally visible from the radial roads. However, the

Shrewsbury Submission

	<p>area is generally not publicly accessible and has only one PROW. Views to development and noise from the adjacent roads reduce the area's tranquillity.</p> <p>The area has a similar character to the wider countryside. The area to the north west has the strongest field pattern and a positive relationship between rural buildings, trees and agriculture. It is the most sensitive area.</p> <p>The area is assessed as having medium capacity for housing development</p> <p>There may be some capacity for housing in this area in the longer term as it slopes towards the town which reduces its potential effect on the wider countryside. However, the slopes closer to the urban edge are steeper and more locally prominent. The Rad Brook and other watercourses corridors are sensitive and would need to be retained. As wide views in are possible from the adjacent roads careful thought would need to be given to long-term advance planting. The area to the north west has no capacity for housing.</p>
Planning history or designations	No planning history or designations
Land ownership, land agreements and delivery statements	Site promoted
Access to services/employment areas	Reasonable proximity to a range of facilities and services (Mytton Oak Local Centre and Radbrook Green). Not close to secondary school (nearest is Longden Road) but close to hospital. Nearest employment areas are Oxon Business Park and Longden Road Industrial Estate, but major employment at Royal Shrewsbury Hospital and Mental Health Care Facility at Shelton.
Other constraints	Access to the site is dependent on the development of SHREW210
General site related benefits	None identified
Transport and Highways related benefits	None identified
Strategic fit	Given the isolated location of the site, away from the existing built edge of Shrewsbury, it is not considered to fit strategically with the development strategy for the town.
Other relevant information	None known

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Southern half of site includes (undesigned) former park-like grounds for Ley Grange
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Reptiles <p>The site is not in, adjacent to or within buffer zones of a designated site.</p> <p>The site is also adjacent to an Environmental Network and any development would</p>

Shrewsbury Submission

	<p>be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Limiting tree and hedgerow constraints. Mature trees and groups of trees and hedgerows to boundaries and within site.
Environmental Health	No comments received
Drainage: Watercourse flooding	A watercourse runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. No watercourse flooding has been recorded and no flood events have been reported by members of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a high risk of groundwater flooding (between 50 and 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	Flood Risk is either not an issue or can be appropriately managed.
Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None specific to this site

Site Assessment Summary

Shrewsbury Submission

The Stage 2a assessment (sustainability appraisal) scores the site positively for access to bus transport, an area of natural and semi-natural green space, an amenity green space, landscape sensitivity (which is low) and flood risk. It is negative for access to the other three key amenities and facilities, agricultural land quality and some trees on the site are protected by Tree Preservation Orders. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The site is well outside the existing built up area, separated by other promoted land. Consequently, it is only considered to be potentially suitable for development if it was to come forward with surrounding promoted sites as part of a larger development area. However, the area of land adjacent to the town and being actively promoted (combined Bowbrook-Radbroke sites SHREW0210/09, SHREW030/R, SHREW094 and SHREW019) does not include this site. The site is reliant on access through SHREW210/09 or other land and no information has been submitted to show that this can be achieved.

Conclusion

Potential windfall site	NO
Realistic site	NO

Recommendation

Allocation in Final Plan	NO
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.
2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW131		Site Name: Land at Meole Brace Retail Park.
Size (ha)	1.5	
Indicative capacity	44	
General location	The site is located in south Shrewsbury, south of Meole Brace Retail Park, accessed off Hereford Road.	
Brownfield or Greenfield	Brownfield	
Potential Windfall Site	Yes – but only promoted for retail/commercial development, (and only suitable for employment/commercial and retail development, if required, therefore assessment for housing not undertaken). Site is between retail park and park and ride site	

Site Ref: SHREW132		Site Name: Land at Vanguard Way, Harlescott.
Size (ha)	3.0	
Indicative capacity	88.55	
General location	Battlefield Enterprise Park	
Brownfield or Greenfield	Brownfield	
Planning history or designations	SA/04/0328/O Development of land for B1, B2 & B8 and mixed uses, including vehic. Accepted on 30.06.2004.	
Potential Windfall Site	No. Full assessment not undertaken for SAMDev Plan, as site not suitable for residential development being employment land within Battlefield Enterprise Park, which has been developed for a range of trade counter units. Site acceptability reviewed as part of SHLAA Update (2014).	

Shrewsbury Submission

Site Ref: SHREW138	Site Name: Land at Mousecroft Lane, Longden Road/Radbrook
Size (ha)	1.6
Indicative capacity	40
General location	Site on southern edge of Shrewsbury, in the urban fringe between the Hanwood and Longden Roads, south of the Radbrook residential area.
Brownfield or Greenfield	Brownfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Concrete batching plant (Hansons) and associated land.
Topography	Land fronting Mousecroft Lane slightly elevated above the level of the road. Remainder of land, including concrete batching plant site, relatively flat
Adjoining land uses and boundary features	Urban fringe area, with a history of former sand and gravel extraction and subsequent waste landfill (part), with restoration to community woodland and open space. There is a ribbon of existing residential properties on Mousecroft Lane, then open countryside to the south. The Radbrook residential area is to the north.
Local highway capacity/ constraints	Access not currently acceptable, could/would be easily achievable. Pinchpoint on Mousecroft Lane.
Other critical infrastructure constraints¹	<p>Shrewsbury Place Plan (2011-2012)</p> <ol style="list-style-type: none"> 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements, including the A5/A488 Edgebold roundabout.
Inherent landscape character²	<p>The site is assessed as in an area of high/medium landscape sensitivity</p> <p>The wider area lies within a fairly enclosed small valley with strong tree cover in small woodlands and along field boundaries. The land comprises a mixture of pastoral and recreation in what appears to be a small country park. The area feels fairly tranquil as the settlement edge is partly well screened by trees. A public right of way runs through the area. The area will have some ecological sensitivity due to its small-scale pattern, tree cover and presence of water (ponds). The enclosed character of the area should be retained.</p> <p>The site is assessed as of medium/low capacity for housing development.</p> <p>The area may have some limited capacity for housing providing this is small scale and avoids areas of ecological interest, recreation corridors and uses and the tree cover.</p>
Planning history or designations	Planning history relating to use for concrete batching plant. Former Borough Local Plan identified site as within a broader area with a local environmental

Shrewsbury Submission

	value (policy not saved).
Land ownership, land agreements and delivery statements	Site owned by Hanson Ltd and promoted by the company for redevelopment to residential use. The planning consultants acting for the owners are also representing the adjoining landowner the Waste Recycling Group and have indicated a willingness to put forward co-ordinated proposals which would improve public access to the reclaimed open space areas present and which link the site to the Radbrook Green area.
Access to services/employment areas	Close to good range of facilities at Radbrook Green (local centre and primary school) and Longden Road (secondary schools and Industrial Estate), with Meole Brace Retail Park also relatively close.
Other constraints	Site of former mineral workings. Current use as concrete batching plant.
General site related benefits	Beneficial use of brownfield site and removal of industrial use, with HGV traffic from urban fringe location.
Transport and Highways related benefits	Scope to address some of existing highways and transport issues relating to Mousecroft Lane and Longden Road. Scope to improve direct pedestrian links to Radbrook Green area
Strategic fit	Brownfield site redevelopment and scope to enhance environmental network and public access in the urban fringe.
Other relevant information	Promoters have submitted supporting information including landscape character and transport assessments.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment- An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Reptiles <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>An HRA is required as site is within 10km of European designated sites.</p>
Trees	MINOR TREE & HEDGEROW CONSTRAINTS. Boundary trees and hedgerows.
Environmental Health	Waste filled site to north.
Drainage: Watercourse flooding	A watercourse runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. No watercourse flooding has been recorded and no flood events have been reported by members of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding (in the More Zone or 30 year Deep Zone).
Drainage: Groundwater flooding	There is a high risk of groundwater flooding (between 50 and 75% of the site is recorded as being susceptible).
Drainage:	Policy CS18 requires all developments to include appropriate Sustainable Drainage

Shrewsbury Submission

Suitability for SUDS	Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	Further assessment/modelling would be needed to support any allocation to ascertain how much of the site is developable, or there is an unmapped small watercourse. Ordinary watercourse running along a small section of site but probably Flood Zone 1
Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	

Site Assessment Summary

Although in the urban fringe on the south side of Shrewsbury, this is a brownfield site in an industrial use with associated HGV traffic, and it was considered that redevelopment for housing would provide an opportunity to enhance the site, relieve the use of Mousecroft Lane by the HGV's and provide improved public access to adjoining green space. Development of the site could also trigger improvements to the local highway network and pedestrian links. The site was put forward as a Preferred Option site. However, the owners of the site subsequently informed the Council that the site was no longer being promoted for alternative use, so the site was removed at the Preferred Options stage.

Conclusion

Potential windfall site	Yes, but currently outside town development boundary.
Realistic site	Yes, subject to any remediation and any local highway network improvements required.

Recommendation

Allocation in Final Plan	No – site not available for redevelopment.
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Shrewsbury Submission

Site Ref: SHREW139	Site Name: Land at Monkmoor Road
Size (ha)	2.1
Indicative capacity	40
General location	The land is in eastern Shrewsbury on land off Monkmoor Road, adjoining the town's sewage treatment works.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area.
Current use	Meadow
Topography	Fairly flat
Adjoining land uses and boundary features	Monkmoor Hall Farm and individual dwellings fronting Monkmoor Road is to the north, there are meadows to the east, the sewage treatment works to the south and .Monkmoor Industrial Estate to the west, with a housing area south of that.
Local highway capacity/ constraints	Access acceptable Cycle access not currently acceptable, could be easily achievable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	Agricultural land with edge of town character, being close to residential and employment areas, and the sewage treatment works. Mature trees on south-eastern field boundary.
Planning history or designations	No relevant previous planning history. Outside development boundary in SABC Local Plan.
Land ownership, land agreements and delivery statements	Promoted.
Access to services/employment areas	Close to employment, facilities and services in Monkmoor area and with public transport links to town centre.
Other constraints	Close to Monkmoor Industrial Estate and town sewage treatment works.
General site related benefits	None identified at this stage.
Transport and Highways related benefits	None identified at this stage.
Strategic fit	N/A

Shrewsbury Submission

Other relevant information	None identified at this stage.
Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment - an archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Reptiles <p>The site is not in, adjacent to or within a buffer zones of a designated site.</p> <p>The site is not in or adjacent to an Environmental Network but there is potential to improve environmental networks.</p> <p>The site is within 10km of European designated sites, refer to HRA report</p>
Trees	Minor tree and hedgerow constraints. Boundary trees and hedgerows. Significant line of trees crossing southern end of site.
Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	No comments received
Community consultation response	Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers

Shrewsbury Submission

	<p>should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received.

Site Assessment Summary

The site is greenfield land located on the eastern edge of Shrewsbury at the end of Monkmoor Road.

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, an area of natural and semi-natural green space, an amenity green space, flood risk and development offers the opportunity to remediate a former land use. It is negative for access to a primary school, the other three key amenities and facilities, agricultural land quality and proximity to both a current waste management facility (recycling) and a previous landfill site. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

Whilst the site is reasonably well related to facilities and services, it is adjacent to the town's Sewage Treatment Works, with access to the Works via a shared entrance and along the edge of the site. A significant buffer zone would be required between the Works and any residential development on this site. This would reduce the developable area and the Works/related traffic could result in noise and nuisance for residents. The presence of the Monkmoor Industrial Estate is also a potential constraining factor, while there are also tree constraints associated with this site. On balance, and with the availability of alternatives, the site is not considered a suitable site to be identified as allocation for further residential development.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW141	Site Name: Land at Battlefield Enterprise Park
Size (ha)	7.8
Indicative capacity	200
General location	The site is in northern Shrewsbury on Battlefield Enterprise Park. The site adjoins the town's waste recycling facility and the Food Enterprise Centre.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Unused land pending development, with road access
Topography	Flat
Adjoining land uses and boundary features	The A5124 Battlefield Link Road is the northern edge of the site, with the Registered Battlefield site beyond. The Crewe rail line is the western boundary (elevated), with Battlefield Enterprise Park, Stadco and Vanguard Way employment areas to the west and south.
Local highway capacity/ constraints	Access acceptable Cycle access acceptable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is part of an area assessed as of low landscape sensitivity The area is fairly enclosed by the distributor road with its associated landscape treatment to the north, the railway to the east and commercial development to the south and west. Generally the area is of low sensitivity although the stream corridor along the southern boundary may have some conservation value and is of higher sensitivity. The site is part of an area assessed as of medium/low capacity for housing development. Though the area is a high-capacity for development the area is probably inappropriate for housing as it lies adjacent to a commercial area.
Planning history or designations	Planning permission related to Food and Drink Park and Food Enterprise Centre. Outside development boundary in SABC Local Plan with land adjoining railway formerly designated under Policy Policy T11: Railfreight (not a saved policy).
Land ownership, land agreements and delivery statements	
Access to	Adjoins Battlefield Enterprise Park and Vanguard Way. Relatively close to

Shrewsbury Submission

services/employment areas	retail facilities in Sundorne/Harlescott/Battlefield area. Primary and secondary schools within reasonable distance (although not within 10 minutes walking distance).
Other constraints	Presence of railway line to east
General site related benefits	None identified
Transport and Highways related benefits	None identified
Strategic fit	Development for housing would mean loss of strategic employment site.
Other relevant information	None identified

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	NE corner of site on Registered Battlefield. Likely impact on setting of battlefield
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Great Crested Newts ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is not in, adjacent to or within buffer zones of a designated site.</p> <p>The Site is not in or adjacent to an Environmental Network but there is potential to improve environmental networks.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Minor trees and hedgerow constraints. Boundary trees and hedgerows. Line of trees crossing eastern end of site.
Environmental Health	Land close to established industrial estate - potential for noise and light nuisance from estate activities - including early morning vehicle movements.
Drainage: Watercourse flooding	A watercourse runs through the site (Battlefield Brook) and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. No watercourse flooding has been recorded and 1 flood event has been reported by members of the public to the Flood Forum. 23.91% of the site is in Flood Zone 3a and 6.39% of the site is in Flood Zone 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ
Countryside	No comments received
Environment Agency	Further assessment/modelling would be needed to support any allocation to ascertain how much of the site is developable, or there is an unmapped small

Shrewsbury Submission

	<p>watercourse- Southern section of site in FZ3 and upstream of railway culvert</p> <p>Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.</p>
Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received.

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport and a local park or garden. It is negative for access to a primary school, the other four key amenities and facilities, flood risk, agricultural land quality and proximity to a current waste management facility. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be poor.

The majority of the site has planning permission for employment uses (primarily food and drink related) and the site is part of the established Battlefield Enterprise Park. The land is part of the strategic employment land supply for the town. It is also unsuitable for residential development as it is divorced from existing residential development, separated by areas in employment use and the Chester railway line to the east. There would be potential for noise and other disturbance from the employment uses and the Waste Recycling Facility. The northeast of the site is within the Registered Battlefield and part of the site is within Flood Zone 3, which would reduce the developable area. There is also a line of trees crossing the eastern end of the site. For these reasons, the site is not considered suitable for residential development, but is appropriate for further employment development.

Conclusion

Potential windfall site	No
Realistic site	Yes – for further employment development.

Recommendation

Allocation in Final Plan	Yes – for further employment development
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Shrewsbury Submission

Site Ref: SHREW142	Site Name: Battlefield Enterprise Park
Size (ha)	2.2
Indicative capacity	60
General location	The site is in northern Shrewsbury on Battlefield Enterprise Park. The site adjoins the town's waste recycling facility and the Food Enterprise Centre.
Brownfield or Greenfield	Greenfield – partially developed (Food Enterprise Centre)
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Undeveloped land and Shropshire Food Enterprise Centre
Topography	Flat
Adjoining land uses and boundary features	The remainder of the Food and Drink Park is the north, with the Shrewsbury Waste Recycling C to the east. Battlefield Enterprise Park, Stadco and Vanguard Way employment areas to the west and south.
Local highway capacity/ constraints	Access acceptable Cycle access acceptable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is part of an area assessed as of low landscape sensitivity The area is fairly enclosed by the distributor road with its associated landscape treatment to the north, the railway to the east and commercial development to the south and west. Generally the area is of low sensitivity although the stream corridor along the southern boundary may have some conservation value and is of higher sensitivity. The site is part of an area assessed as of medium/low capacity for housing development. Though the area is a high-capacity for development the area is probably inappropriate for housing as it lies adjacent to a commercial area. The specific site has an industrial/commercial character due to the nature of the existing development on three of its boundaries.
Planning history or designations	Various previous permissions related to the Food and Drink Park and Food Enterprise Centre. Outside development boundary in SABC Local Plan.
Land ownership,	

Shrewsbury Submission

land agreements and delivery statements	
Access to services/employment areas	Adjoins Battlefield Enterprise Park. Relatively close to retail facilities in Sundorne/Harlescott/Battlefield area. Primary and secondary schools within reasonable distance (although not within 10 minutes walking distance).
Other constraints	None identified
General site related benefits	None identified
Transport and Highways related benefits	None identified
Strategic fit	N/A
Other relevant information	None identified

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Possible impact on setting of Registered Battlefield
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Great Crested Newts ▪ Reptiles <p>The site is not in, adjacent to or within a buffer zones of a designated site.</p> <p>The Site is not in or adjacent to an Environmental Network but there is potential to improve environmental networks.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	No tree or hedgerow constraints
Environmental Health	Land close to established industrial estate - potential for noise and light nuisance from estate activities - including early morning vehicle movements.
Drainage: Watercourse flooding	There is a watercourse within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. No part of the site is in Flood Zone 3a or 3b
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	No comment
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ
Countryside	No comments received
Environment Agency	Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.

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Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	<p>None received</p>

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, a local park or garden, an amenity green space and flood risk. It is negative for access to a primary school, the other three key amenities and facilities, agricultural land quality and proximity to a current waste management facility. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The site has planning permission for employment uses (primarily food and drink related) and the site is part of the established Battlefield Enterprise Park. The land is part of the strategic employment land supply for the town. It is also unsuitable for residential development as it is divorced from existing residential development, separated by areas in employment use. There would be potential for noise and other disturbance from the employment uses and the Waste Recycling Facility. For these reasons, the site is not considered suitable for residential development, but is appropriate for further employment development.

Conclusion

Potential windfall site	No
Realistic site	Yes – for further employment development

Recommendation

Allocation in Final Plan	Yes – for further employment development
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Shrewsbury Submission

Site Ref: SHREW143	Site Name: Land north east of Ellesmere Road roundabout
Size (ha)	21.1
Indicative capacity	633
General location	The site is located on the northern edge of Shrewsbury, on land north east of Ellesmere Road roundabout, which is adjacent to Battlefield Enterprise Park.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture
Topography	Flat.
Adjoining land uses and boundary features	To the north, east and west of the site, the land is in agricultural use. Ellesmere Road forms the western edge of the site, with countryside beyond. The site adjoins the Ellesmere Road Roundabout and the A5124 (Battlefield Link Road) to the south, with Battlefield Enterprise Park on the other side of the road.
Local highway capacity/ constraints	Access not currently acceptable, could be easily achievable. Cycle access acceptable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	Site is enclosed by hedgerows and has rural character, although with some more urban features such as electricity pylons and some road noise. A5124 Battlefield Link Road to south forms a clear physical boundary to the town. Some mature trees, hedgerows and a pond within site and watercourse on eastern and northern boundaries.
Planning history or designations	No previous planning applications. Open countryside designation in the SABC Local Plan.
Land ownership, land agreements and delivery statements	Promoted by agents Strutt and Parker on behalf of Albrighton Estates in association with SHREW144 and SHREW145.
Access to services/employment areas	Close to Battlefield Enterprise Park. Access to town centre facilities is via Ellesmere Road/Chester Street where there are congestion difficulties. Large edge of town retail outlets at Harlescott/Sundorne. Primary and secondary schools at Harlescott.
Other constraints	Electricity pylons crossing centre of site, north west – south east. Registered Battlefield to the east.
General site related benefits	None identified at this stage

Shrewsbury Submission

Transport and Highways related benefits	None identified at this stage
Strategic fit	N/A
Other relevant information	Site acts as a band of undeveloped agricultural land separating the hamlet of Broadoak immediately to the north of the site from the edge of Shrewsbury to the south.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Likely impact on setting of Registered Battlefield
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Reptiles <p>The site is not in, adjacent to or within a buffer zones of a designated site.</p> <p>The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Minor tree or hedgerow constraints. Boundary trees and hedgerows. Significant line of trees crossing south-eastern part of site.
Environmental Health	No comments received
Drainage: Watercourse flooding	A watercourse runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. No watercourse flooding has been recorded and no flood events have been reported by members of the public to the Flood Forum. 5.77% of the site is in Flood Zone 3a and 5.44% of the site is in Flood Zone 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	No comment
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ
Countryside	No comments received
Environment Agency	Further assessment/modelling would be needed to support any allocation to ascertain how much of the site is developable, or there is an unmapped small watercourse- FZ3 to east of site but mostly FZ1
Community consultation	Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to

Shrewsbury Submission

response	particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area. Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.
Statutory bodies responses to date	None received

Site Assessment Summary

The site is agricultural land located to the north of Shrewsbury between the A528 Ellesmere Road and A5124 Battlefield Link Road.

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, four out of the five key amenities and facilities and development offers the opportunity to remediate a former land use. It is negative for access to an area of natural and semi-natural green space, proximity to a Ramsar Site, flood risk and agricultural land quality. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The site is immediately adjacent to the Registered Shrewsbury Battlefield and development would be likely to impact on its setting. Electricity pylons crossing the site provide a further constraint. A watercourse runs through the site and further assessment/ modelling will be required to assess the extent of flooding which may occur. The A5124 Battlefield Link Road provides a strong physical boundary to the north of the town which would be breached if this site were to be allocated for development.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW144	Site Name: Land north west of Ellesmere Road roundabout
Size (ha)	21.9
Indicative capacity	657
General location	The site is located on the northern edge of Shrewsbury, on land north west of Ellesmere Road roundabout.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture
Topography	Fairly flat. Rises very slightly from road.
Adjoining land uses and boundary features	The site is surrounded by agricultural land. Although to the east, the site is adjacent to the Ellesmere Road roundabout and Ellesmere Road.
Local highway capacity/ constraints	Access not currently acceptable, could be easily achievable. Cycle access acceptable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site has a rural open character. There are views into and out of the site. Battlefield Enterprise Park is visible from the site. Development would be particularly prominent from the Bomere Heath road (Huffley Lane) to the south of the site.
Planning history or designations	None. Open countryside designation in Shrewsbury and Atcham Borough Local Plan.
Land ownership, land agreements and delivery statements	Promoted by agents Strutt and Parker on behalf of Albrighton Estates in association with SHREW143 and SHREW145.
Access to services/employment areas	Close to Battlefield Enterprise Park. Access to town centre facilities is via Ellesmere Road/Chester Street where there are congestion difficulties. Large edge of town retail outlets at Harlescott/Sundorne. Primary and secondary schools at Harlescott.
Other constraints	Electricity pylons crossing north east part of site. Registered Battlefield to the east (beyond site SHREW143). Route options for Shrewsbury North West Relief Road could have implications for southern part of site – possible diversion of Huffley Lane..
General site related benefits	None identified at this stage
Transport and Highways related	Scope to contribute to junction arrangements for Shrewsbury North West Relief Road with Ellesmere Road roundabout. Potential for major co-

Shrewsbury Submission

benefits	ordinated development to contribute to provision of Shrewsbury North West Relief Road – but this has not been put forward by the promoters.
Strategic fit	N/A
Other relevant information	None identified at this stage

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Possible impact on setting of Registered Battlefield
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Reptiles <p>The site is not in, adjacent to or within a buffer zones of a designated site.</p> <p>The Site is not in or adjacent to an Environmental Network but there is potential to improve environmental networks.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Limiting tree and hedgerow constraints. Boundary hedgerows and mature trees. Several mature field trees in northern part of site.
Environmental Health	No comments received
Drainage: Watercourse flooding	There is a watercourse within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. No part of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	No comment
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ
Countryside	No comments received
Environment Agency	No comments received

Community consultation response	Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and ‘south, south-west and west of Shrewsbury’, with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should
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Shrewsbury Submission

	<p>be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received

Site Assessment Summary

The site consists of two fields in agricultural use. It is located to the north west of the Ellesmere Road roundabout, to the north of the town extending to the edge of the hamlet of Broadoak.

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, three out of the five key amenities and facilities, landscape sensitivity (which is low) and flood risk. It is negative for access to a primary school, a local park or garden an area of natural and semi-natural green space, proximity to a Ramsar Site and agricultural land quality. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

In order to develop the site, a new access would be required off the Ellesmere Road, and this would need to be linked, as a minimum, to consideration of junction arrangements for the Shrewsbury North West Relief Road – SNWRR - (which remains a Council aspiration) with a new roundabout at the top of Ellesmere Road.

The site is close to the Registered Shrewsbury Battlefield and development may impact on its setting. There are minor tree and hedgerow constraints to development and there would be a requirement for wildlife surveys prior to development. Electricity pylons crossing the north eastern part of the site provide a further constraint, while there are some landscape sensitivity issues. In particular, the A528 Ellesmere Road and the A5124 Battlefield Link Road provide a strong physical boundary to the town with land beyond having a distinctly rural character. Housing development in this location would be poorly related to the existing built up area, forming an isolated spur to the north-west of the town edge, unless coming forward as part of comprehensive proposals for the land to the west of the Ellesmere Road, which would need to be linked with the provision of the SNWRR (or a leg of it). In the absence of such an approach and with the issues identified in relation to development in this area, the site is not considered a realistic option to be identified for development.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Shrewsbury Submission

Site Ref: SHREW145	Site Name: Land south west of Ellesmere Road roundabout
Size (ha)	29.5
Indicative capacity	885
General location	The site is located on the north-eastern edge of Shrewsbury, on land south west of Ellesmere Road roundabout, west of Harlescott Grange and the Battlefield Enterprise Park.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture
Topography	Slightly undulating.
Adjoining land uses and boundary features	To the north, south and west, the site is surrounded by land in agricultural use. To the east, the site is adjacent to Ellesmere Road, with the Harlescott Grange residential area on the other side of the road.
Local highway capacity/ constraints	Access not currently acceptable, maybe achievable if full site was developed - new link road from roundabout. Concerns on Ellesmere Road / Chester Street due to congestion on the approach to the town centre. Cycle access acceptable.
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	The site is part of an area assessed as of high/medium landscape sensitivity The area lies within a gently undulating rural landscape bordering a valley to the south and clearly separated from the outskirts of Shrewsbury by Ellesmere Road. This gentle landscape continues further north. Tree cover is limited although there is a stronger line of trees to the south. The area is traversed by the Marches Way. The southern edge of the area lies on the skyline when viewed from the south with Crosshill being particular prominent. The site is part of an area assessed as of medium/low capacity for housing development. At present the area has no capacity for housing as it forms part of open countryside and forms a prominent skyline when viewed from the south. There is a clear boundary between the settlement to the east and this area. However, if the north western bypass is implemented this could form a significant boundary if planted with woodland species. Whilst the southern

Shrewsbury Submission

	part of the area including Cross Hill and its environs has no capacity due to its prominence on the skyline, the two fields north of the ditch may have some capacity using the proposed bypass as the north-western boundary.
Planning history or designations	No planning history. SABC Local Plan protects line of North West Relief Road through site. Open countryside designation in SABC Local Plan.
Land ownership, land agreements and delivery statements	Promoted by agents Strutt and Parker on behalf of Albrighton Estates in association with SHREW143 and SHREW144.
Access to services/employment areas	Close to Battlefield Enterprise Park. Access to town centre facilities is via Ellesmere Road/Chester Street where there are congestion difficulties. Local centre at Mount Pleasant. Large edge of town retail outlets at Sundorne/Harlescott/Sundorne. Primary and secondary schools at Harlescott.
Other constraints	Presence of Hencott Pool and Wood to the west and protected line of Shrewsbury North West Relief Road (SNWRR) are major constraints.
General site related benefits	None identified at this stage
Transport and Highways related benefits	Potential for major co-ordinated development to contribute to provision of Shrewsbury North West Relief Road – but this has not been put forward by the promoters.
Strategic fit	Potential links with provision of SNWRR.
Other relevant information	None identified at this stage

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment- An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is within consultation zone for Hencott Pool SSSI and Ramsar HRA- Requires appropriate assessment</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p>
Trees	Minor trees and hedgerow constraints. Trees around pool at southern end of site.
Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water	Less than 10% of the site is susceptible to surface water flooding.

Shrewsbury Submission

flooding	
Drainage: Groundwater flooding	No comment
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ
Countryside	No comments received
Environment Agency	No comments received

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received

Site Assessment Summary

This site is agricultural land located to the south west of the Ellesmere Road roundabout on the northern edge of the town.

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, a primary school, four out of the five key amenities and facilities, landscape sensitivity (which is low), flood risk and development offers the opportunity to remediate a former land use. It is negative for access to a local park or garden, proximity to both a Ramsar Site and a SSSI, agricultural land quality and some trees on the site are protected by Tree Preservation Orders. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

In order to develop the site, a new access would be required off the Ellesmere Road, and this would need to form part of a coordinated approach to development of the land west of Ellesmere Road and linked to the provision of the Shrewsbury North West Relief Road (or a leg of it), with a new roundabout at the top of Ellesmere Road. No such comprehensive proposals have been put forward to date. Importantly, the site is in the consultation zone for Hencott Pool SSSI and Ramsar site and within the core area of the environmental network, and any proposals for major development in this area would have to demonstrate how these key environmental assets would be safeguarded and enhanced.

Shrewsbury Submission

Further issues are that development of the southern part of the site in particular would be highly visible as the site forms a prominent skyline when viewed from the south, the fact that Ellesmere Road to the east currently provides a clear physical boundary to the town in this area with land to the west having a distinctly rural character, and concerns about increased congestion on Ellesmere Road/Chester Street approach to the town centre which would arise from increased development of this area.

It is considered that if development is to be brought forward in this area, then it should be as part of a co-ordinated approach which makes allowance for the provision of the northern stretch of the Shrewsbury North West Relief Road, which remains a Council aspiration. In the absence of such an approach and with the issues identified in relation to development in this area, the site is not considered a realistic option to be identified for development.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW147	Site Name: Land at Coton Grange
Size (ha)	19.2
Indicative capacity	577.01
General location	The site is located on the north-western edge of Shrewsbury off Corporation Lane, north of the Coton Hill area.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture, woodland and some existing residential development
Topography	Undulating/steeply sloping
Adjoining land uses and boundary features	There is countryside to the north and west, including agricultural fields and wooded areas. The eastern edge of the site is the Chester rail line, the site is adjacent to a railway line. The Coton Hill housing area is to the south.
Local highway capacity/ constraints	Access not currently acceptable, unlikely to be made achievable at level of proposal - Corporation Lane unsuitable and traffic issues in Coton Hill and at Berwick Road junction and Chester Street (now traffic light controlled). Also concerns on Ellesmere Road / Chester Street approach to town centre due to congestion. Cycle access not currently acceptable, maybe achievable if full site was developed.
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	No site specific assessment. General landscape sensitivity is low (Shropshire Landscape Character Assessment) – however, locally this is a sensitive area of undulating/sloping pastures and wooded areas linking to the Berwick Road area which has a parkland character (Berwick Estate). The topography and presence of the rail line means that the landscape is relatively contained, but there is also significant public access along Corporation Lane and linked areas of public open space/community woodland, which increases prominence and sensitivity.
Planning history or designations	Recent housing development of affordable housing at Corporation Lane (SHREW070).
Land ownership, land agreements and delivery statements	Site is being promoted
Access to services/employment	Accessible to local shops and facilities on Ellesmere Road, Coton Hill and Castle Foregate, and Greenfields Primary School. Reasonably accessible to

Shrewsbury Submission

areas	town centre shopping, commercial and employment facilities to the south.
Other constraints	Flood risk (Old River Bed – also SSSI). Capacity of local highway network. Presence of rail line to east. Site potentially affected by line of Shrewsbury North West Relief Road.
General site related benefits	None identified
Transport and Highways related benefits	Potential scope to contribute to provision of Shrewsbury North West Relief Road.
Strategic fit	
Other relevant information	

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Site within 300m of a Conservation Area
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is close to Old River Bed SSSI</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Trees and hedgerow will be a significant constraint. Mature trees, woodland and hedgerows adjacent and within site. TPO woodland adjoins western part of site.
Environmental Health	No comments received
Drainage: Watercourse flooding	There is a watercourse within 50m of the site boundary. Historically 9.31% of site floods and 1 flood event has been reported by a member of the public to the Flood Forum. 7.95% of the site is in Flood Zone 3a and 5.46% is in Flood Zone 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a very high risk of groundwater flooding (more than 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ
Countryside	No comments received
Environment	No comments received

Shrewsbury Submission

Agency	
Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and ‘south, south-west and west of Shrewsbury’, with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, a primary school, three out of the five key amenities and facilities, landscape sensitivity (which is low) and development offers the opportunity to remediate a former land use. It is negative for access to a local park or garden, a young people’s recreational facility, proximity to; a Conservation Area; a Wildlife Site and a former landfill site, flood risk, agricultural land quality and some trees on the site are protected by Tree Preservation Orders. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be poor.

The Stage 2b assessment has found that although the site is relatively close to the town centre and has access to facilities in the Greenfields/Coton Hill areas, the site is also subject to significant constraints. It has a steeply sloping/undulating topography, with issues of landscape sensitivity issues in local terms; access to the site along Corporation Lane is significantly constrained, due to its width/lack of capacity, and flood risk affects parts of the site, with historically 9% of the site flooding and 8% of the site in Flood zone 3a. There are also wider issues of traffic congestion on the Ellesmere Road/Coton Hill approach to the town centre, to which any significant development in this area would add. Whilst the Shrewsbury North West Relief Road would help to address this and the provision of the road remains a Council aspiration, this is not imminent in the absence of public funding. The site would also be directly affected by the route of the SNWRR.

For all of these reasons, the site is not considered suitable to be identified as a location for development.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Shrewsbury Submission

Site Ref: SHREW148	Site Name: Land at Rowton Lodge
Size (ha)	2.2
Indicative capacity	65 Subsequent consented planning application on part of site for 4 dwellings only: 13/04483/FUL
General location	Located in central Shrewsbury at The Mount.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Large dwelling and associated gardens/meadow.
Topography	Land slopes steeply away to the north and to the river.
Adjoining land uses and boundary features	The River Severn runs to the north of the site, separated by meadows. There is existing housing development to the east, west and south (on the other side of the Mount).
Local highway capacity/ constraints	More information about access point required. Cycle access not currently acceptable, could be easily achievable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	No specific assessment completed, but this site forms part of the sensitive valley side of the River Severn sloping down from the Mount. Rowton Lodge and associated buildings and gardens add a country house/parkland character.
Planning history or designations	Previous history in 1996 related to the refusal of planning permission for residential development. Site in Conservation Area. Recent application (approved) for 4 dwellings on part of the site 13/04483/FUL.
Land ownership, land agreements and delivery statements	See planning application documentation 13/04483/FUL.
Access to services/employment areas	Relatively close to employment, facilities and services in town centre, infant and primary school in Copthorne area, and with good public transport, pedestrian and cycle links to town centre.
Other constraints	None identified
General site related benefits	None identified
Transport and Highways related benefits	None identified

Shrewsbury Submission

Strategic fit	
Other relevant information	Promotional material submitted. Planning application documentation 13/04483/FUL.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Site provides setting for an undesignated large 19th century house. In Conservation Area.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Reptiles <p>The site is not in, adjacent to or within a buffer zones of a designated site.</p> <p>The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	No comments received
Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a very high risk of groundwater flooding (more than 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ
Countryside	No comments received
Environment Agency	No comments received

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers</p>
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Shrewsbury Submission

	<p>should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None received

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, an area of natural and semi-natural green space and landscape sensitivity (which is low). It is negative for access to the other four key amenities and facilities, proximity to a Wildlife Site, agricultural land quality, the site is within a Conservation Area and some trees on the site are protected by Tree Preservation Orders. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be good.

This is a sensitive site accommodating an important (but undesignated) 19th Century house and gardens in the Conservation Area and on the side of the Severn valley. Access off the Mount for additional development is constrained. Development would inevitably impact on the setting of Rowton Lodge and is constrained by the topography of the site. For these reasons, the site is not considered suitable to be identified as a location for development (a limited and low density scheme has subsequently been granted planning permission on the part of the site fronting the Mount).

Conclusion

Potential windfall site	No (but consented planning application for 4 dwellings 13/04483/FUL)
Realistic site	No

Recommendation

Allocation in Final Plan	NO
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW149	Site Name: Land north of Shelton Lane
Size (ha)	9.4
Indicative capacity	281.40
General location	The site is located in western Shrewsbury, on land off The Mount and north of Shelton Lane.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Meadows and woodland
Topography	Undulating
Adjoining land uses and boundary features	The River Severn and associated meadows lie to the north of the site, with existing residential development off the Mount, including Shelton Lane running along the southern edge of the various areas of land included in the site. The valley side is wooded. The Severn Way footpath also runs along/through the site.
Local highway capacity/ constraints	More information about access point required. Cycle access not currently acceptable, could be easily achievable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	No site specific assessment completed. However, the areas of land forming the site contribute to the character of the edge to the Severn Valley and the built up area of the town – a mix of meadows and woodland, with a major public footpath running through the area. The valley edge is prominent viewed from the north, and the landscape is sensitive, with low capacity to accommodate development.
Planning history or designations	None identified
Land ownership, land agreements and delivery statements	The site is being promoted
Access to services/employment areas	There are a range of facilities and services within a relatively close distance to the site in the town centre, and a junior and primary school in the Copthorne area. There are regular bus services along the Mount. Employment areas which lie to the west of the town (Oxon Business Park) and the town centre and are relatively accessible.
Other constraints	A public footpath runs along the western boundary.
General site related benefits	None identified

Shrewsbury Submission

Transport and Highways related benefits	None identified
Strategic fit	The site lies outside the current residential development boundary.
Other relevant information	None identified

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Site within a Conservation Area and also within 300m of a Registered Park or Garden - Site includes earthwork remains of medieval ridge and furrow. Also potential for palaeo-environmental deposits on floodplain.
Biodiversity	<p>There are known protected species on site (Otters on the River Severn) but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Water voles ▪ Reptiles ▪ Otter ▪ White Clawed Crayfish <p>The site is adjacent to River Severn CWS.</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Part of site that is strip of river corridor woodland. Limiting tree and hedgerow constraint to fields at eastern part of site.
Environmental Health	No comments received
Drainage: Watercourse flooding	A watercourse runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. Historically 23.88% of site floods and 1 flood event has been reported by a member of the public to the Flood Forum. 10.77% of the site is in Flood Zone 3a and 9.91% is in Flood Zone 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a high risk of groundwater flooding (between 50 and 75% of the site is recorded as being susceptible).
Drainage: Suitability for	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and suitable for infiltration SUDS, but

Shrewsbury Submission

SUDS	some consideration will need to be given to groundwater protection.
Countryside	No comments received
Environment Agency	Further assessment/modelling would be needed to support any allocation to ascertain how much of the site is developable, or there is an unmapped small watercourse- Narrow site adjacent to Severn

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, three out of the five key amenities and facilities, landscape sensitivity (which is low) and development offers the opportunity to remediate a former land use. It is negative for access to a primary school, a local park or garden, a children's play area, proximity to both a Registered Park or Garden and a Wildlife Site, flood risk, agricultural land quality, the site is within a Conservation Area and some trees on the site are protected by Tree Preservation Orders. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be poor.

The stage 2b assessment has found that whilst the site is relatively well related to a range of services, it has inherent constraints. It is made up of areas of woodland and meadow which form part of a sensitive edge to the Severn Valley and the built up area of the town, with prominence from a major public footpath and generally when viewed from the north. Access to these areas off the Mount is constrained and it is not clear how development would be accommodated. Significant parts of the site are subject to flood risk. Therefore, the site is not considered suitable to be identified for development.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Shrewsbury Submission

Site Ref: SHREW150	Site Name: Land north of Holyhead Road
Size (ha)	25
Indicative capacity	756
General location	The site is located on the western edge of Shrewsbury, on land north of Holyhead Road and Shelton Lane, opposite the Shelton water tower.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture and wooded edge to River Severn.
Topography	Steeply sloping up from River Severn, but relatively flat beside the Holyhead Road.
Adjoining land uses and boundary features	There is agricultural land to the north, with the River Severn to the east, with a wooded edge). The Holyhead Road forms the southern/western edge, with Oxon Business Park and land identified as part of the Shrewsbury West Sustainable Urban Extension beyond. Shelton Lane provides the southern edge of the site, with housing development beyond (Shelton Farm).
Local highway capacity/ constraints	Access not currently acceptable, maybe achievable if full site was developed Cycle access not currently acceptable, could be easily achievable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	No site specific assessment is available for the site. However, it is considered that the site is relatively sensitive in terms of the landscape character given that it is prominent, open land on a major approach to the town, abutting the wooded edge of the River Severn and visible from the Severn Way footpath.
Planning history or designations	No planning history or designations
Land ownership, land agreements and delivery statements	Site promoted
Access to services/employment areas	Although located on the western fringe of the town, the site is in easy reach of a good range of facilities, services and employment in the locality, including neighbourhood shopping facilities, primary schools, public houses, the Oxon Business Park and various health and care providers, including the Royal Shrewsbury and Shelton Hospitals, the Severn Hospice and the Uplands Care Home. Not close to secondary school (nearest is Longden Road).

Shrewsbury Submission

Other constraints	Site affected by protected line of Shrewsbury North West Relief Road
General site related benefits	None identified
Transport and Highways related benefits	Potential to contribute to provision of Shrewsbury North West Relief Road.
Strategic fit	Nothing identified
Other relevant information	None known

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Site within 300m of a Registered Park or Garden
Biodiversity	<p>There are known protected species on site (Otters on the River Severn) but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Water voles ▪ Reptiles ▪ Otter ▪ White Clawed Crayfish <p>The site is adjacent to River Severn CWS.</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Tree and hedgerows will have a limiting/significant constraint. Woodland to periphery of site and mature trees and hedgerows to site boundaries and internally. Land on other side of river is registered historic park & garden.
Environmental Health	No comments received
Drainage: Watercourse flooding	There is a watercourse within 50m of the site boundary. Historically 2.66% of site floods and no flood event have been reported by a member of the public to the Flood Forum. 3.33% of the site is in Flood Zone 3a and 3.01% of the site is in Flood Zone 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a high risk of groundwater flooding (between 50 and 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology but as site is in SPZ1 there is a presumption towards attenuation-based SUD

Shrewsbury Submission

Countryside	No comments received
Environment Agency	No comments received
Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None specific to this site

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) scores the site positively for access to bus transport, an area of natural and semi-natural green space, an amenity green space, landscape sensitivity (which is low), flood risk and development offers the opportunity to remediate a former land use. It is negative for access to the other three key amenities and facilities, proximity to both a Registered Park or Garden and a Wildlife Site and agricultural land quality. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

Although the site is relatively close to a good range of services, facilities and employment opportunities, Holyhead Road and Shelton Lane currently provide a firm edge to the built up area. The site forms part of the River Severn corridor, incorporating the Severn Way, with some landscape sensitivity. The site is also affected by the route of the Shrewsbury North West Relief Road, and much of the site would be to the north of it in open countryside even after it was built. No information has been submitted to demonstrate how the SNWRR would be accommodated and access achieved to the remaining parts of the site. In advance of progress in these respects and having regard to the other issues identified, it is considered that the site is not suitable to identify as a location for development.

Conclusion

Potential windfall site	NO
Realistic site	NO

Recommendation

Allocation in Final Plan	NO
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Shrewsbury Submission

Site Ref: SHREW151	Site Name: Land North of A5/A458 Welshpool Road Roundabout
Size (ha)	5.1
Indicative capacity	153
General location	The site is located on the western edge of Shrewsbury, on land north-east of the A5/A458 Welshpool Road Roundabout, between Calcott Lane and Shepherds Lane..
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture
Topography	Undulating
Adjoining land uses and boundary features	To the north, there are gardens of individual residential properties on Calcott Lane and Shepherds Lane. The two lanes provide the western and eastern boundaries of the site respectively, with agricultural land beyond. The land to the south includes some residential and commercial properties, and paddocks to the Welshpool Road, with Gains Park then on the other side of the road. The land to the south (SHREW083) is within the area identified for the Shrewsbury West Sustainable Urban Extension.
Local highway capacity/ constraints	Access acceptable Cycle access not currently acceptable, could be easily achievable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	No site specific assessment is available for the site, but the land to south, which is of similar character was assessed as follows: The land west of Shepherds Lane is assessed as of high/medium landscape sensitivity, consisting of pasture enclosed by hedgerows. It forms part of an attractive approach to Shrewsbury, although there is intermittent development on the north side of the A458, with green spaces between patches of ribbon development. The 2007 Study then assessed the land west of the Lane as medium/low capacity, with capacity for employment use medium/low and low respectively. The Study commented that if the north western bypass was implemented this would reduce the area's tranquillity and affect its role as a gap/open countryside.
Planning history or designations	No planning history or designations

Shrewsbury Submission

Land ownership, land agreements and delivery statements	Site promoted
Access to services/employment areas	Although located on the western fringe of the town, the site is in easy reach of a good range of facilities, services and employment in the locality, including neighbourhood shopping facilities, primary schools, public houses, the Oxon Business Park and various health and care providers, including the Royal Shrewsbury and Shelton Hospitals, the Severn Hospice and the Uplands Care Home. There is also a primary school and other facilities in Bicton village/at Four Crosses. However, this accessibility of facilities on Welshpool Road will change when the Oxon Link Road proposed with the Shrewsbury West Sustainable Urban Extension is built, with the site then separated from them by the road. Not close to secondary school (nearest is Longden Road).
Other constraints	The site is adjacent to the proposed line of the Oxon Link Road, to be provided as part of the Shrewsbury West Sustainable Urban Extension (SUE). The Link Road would separate the site from the SUE, with only pedestrian cycle access proposed over it.
General site related benefits	None identified
Transport and Highways related benefits	Scope to contribute to provision of Oxon Link Road and infrastructure requirements (e.g. drainage) for the Sustainable Urban Extension.
Strategic fit	The site is not included within the Shrewsbury West SUE, but may have some scope to contribute to its delivery.
Other relevant information	Supporting information for Shrewsbury West SUE, including adopted masterplan (2013) – available on dedicated website via Council's Planning Policy webpages.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment - An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Reptiles <p>The site is adjacent to Oxon Pool CWS The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Limiting tree and hedgerow constraints. Mature field trees within site.
Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.

Shrewsbury Submission

Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	There is a very high risk of groundwater flooding (more than 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and suitable for infiltration SUDS, but some consideration will need to be given to groundwater protection.
Countryside	No comments received
Environment Agency	No comments received

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and ‘south, south-west and west of Shrewsbury’, with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages (for example relating to the Shrewsbury West SUE) are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None specific to this site

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, an amenity green space, landscape sensitivity (which is low) and flood risk. It is negative for access to a primary school, the other four key amenities and facilities and proximity to a Wildlife Site. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The site is a large greenfield area immediately north of, but not forming part of the Shrewsbury West Sustainable Urban Extension. It will not be accessible from the proposed Oxon Link Road, and pedestrian/cycle links only are envisaged over the road, with Calcott Lane and Shepherd’s Lane cut off). As such, this will be an isolated site in the countryside, acting as a buffer between the Link Road and the residential properties to the north on the two lanes. The policies for the land north of the Link Road are being determined in consultation with Bicton Parish Council, with part of Shepherd’s Lane proposed to be part of a Bicton Community Cluster. This site does not form part of the proposed Cluster, and it is poorly related to and out of scale with the existing development along the lanes and Bicton Village.

Shrewsbury Submission

The site is not, therefore, considered to be suitable to be identified for development, although it is recognised that parts of the site may have scope to contribute to infrastructure/delivery of the Shrewsbury West SUE.

Conclusion

Potential windfall site	NO
Realistic site	NO

Recommendation

Allocation in Final Plan	NO
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.
2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW152	Site Name: Land North of A5/A458 Welshpool Road Roundabout
Size (ha)	6.9
Indicative capacity	208
General location	The site is located on the western edge of Shrewsbury, on land north of the A5/A458 Welshpool Road Roundabout and west of Calcott Lane.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Agriculture
Topography	Undulating
Adjoining land uses and boundary features	The A5 forms the south-western boundary of the site and Calcott Lane the eastern edge. The land around the site in all directions is largely in agricultural use, although there are individual residential properties on Calcott Lane and Walnut Farm buildings to the north. The A5/A458 Churncote Roundabout adjoins the south-western corner of the site.
Local highway capacity/ constraints	Access acceptable. Cycle access not currently acceptable, could be easily achievable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	A small section of the southern part of the site has been assessed within the Shrewsbury and Atcham Landscape Sensitivity and Capacity Study under an area referred to as Shrewsbury 21. Shrewsbury 21 has been identified as having high/medium landscape sensitivity. The area consists of pasture enclosed by hedgerows with trees adjacent to a farmstead. It forms an attractive countryside approach to Shrewsbury. Development on the north side of the A458 to the east is intermittent with green spaces between patches of ribbon development. The area has PROWs running through it and is overlooked by adjacent semi-rural housing. Shrewsbury 21 has been identified as having medium/low capacity for housing. The area has very little capacity for housing development as it forms part of a wider countryside running to the north and beyond the bypass to the west. Development on the north side of the A458 to the east is intermittent and it is inappropriate to develop this area in the short/medium term.

Shrewsbury Submission

	However, no site specific assessment is available for the majority of the site. Stage 2a shows low general sensitivity for the area.
Planning history or designations	No planning history or designations
Land ownership, land agreements and delivery statements	Site promoted
Access to services/employment areas	Although located on the western fringe of the town, the site is in easy reach of a good range of facilities, services and employment in the locality, including neighbourhood shopping facilities, primary schools, public houses, the Oxon Business Park and various health and care providers, including the Royal Shrewsbury and Shelton Hospitals, the Severn Hospice and the Uplands Care Home. There is also a primary school and other facilities in Bicton village/at Four Crosses. However, this accessibility of facilities on Welshpool Road will change when the Oxon Link Road proposed with the Shrewsbury West Sustainable Urban Extension is built, with the site then separated from them by the road. Not close to secondary school (nearest is Longden Road).
Other constraints	The site is adjacent to the proposed line of the Oxon Link Road, to be provided as part of the Shrewsbury West Sustainable Urban Extension (SUE). The Link Road would separate the site from the SUE, with only pedestrian cycle access proposed over it. The presence of the A5 Churncote Island is also a factor, with plans to improve/extend this junction to accommodate the Link Road.
General site related benefits	None identified
Transport and Highways related benefits	Scope to facilitate the improvement of the A5 Churncote Island.
Strategic fit	The site is not included within the Shrewsbury West SUE, but may have some role with regard to the provision of necessary infrastructure.
Other relevant information	Supporting information for Shrewsbury West SUE, including adopted masterplan (2013) – available on dedicated website via Council's Planning Policy webpages.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	No comment - An archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Reptiles <p>The site is not in, adjacent to or within a buffer zones of a designated site. The Site is not in or adjacent to an Environmental Network but there is potential to improve environmental networks.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Trees around pond will be a design constraint
Environmental	Southern part of site adjacent to main A458/A5 roundabout junction. Noise issues

Shrewsbury Submission

Health	from road traffic at all times of day and night. Acceptable but with noise protection required.
Drainage: Watercourse flooding	A watercourse runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. No watercourse flooding has been recorded and no flood events have been reported by members of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	There is a very high risk of groundwater flooding (more than 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and suitable for infiltration SUDS, but some consideration will need to be given to groundwater protection.
Countryside	No comments received
Environment Agency	Further assessment/modelling would be needed to support any allocation to ascertain how much of the site is developable, or there is an unmapped small watercourse- Unmapped ordinary watercourse running through site
Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages (for example relating to the Shrewsbury West SUE) are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None specific to this site

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) scores the site positively for access to bus transport, an amenity green space, landscape sensitivity (which is low) and flood risk. It is negative for access to the other four key amenities and facilities, agricultural land quality and some trees on the site are protected by Tree Preservation Orders. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

Shrewsbury Submission

The site is a large greenfield area immediately north of, but not forming part of the Shrewsbury West Sustainable Urban Extension. It will not be accessible from the proposed Oxon Link Road, and pedestrian/cycle links only are envisaged over the road, with Calcott Lane cut off). As such, this will be an isolated site in the countryside, partly acting as a buffer between the Link Road and the residential properties to the north on Calcott Lane. The policies for the land north of the Link Road are being determined in consultation with Bicton Parish Council. This area does not form part of the proposed Bicton Community Cluster, and it is poorly related to and out of scale with the existing development along Calcott Lane and Bicton Village.

The site is not, therefore, considered to be suitable to be identified for development, although it is recognised that parts of the site may have scope to contribute to infrastructure/delivery of the Shrewsbury West SUE.

Conclusion

Potential windfall site	NO
Realistic site	NO

Recommendation

Allocation in Final Plan	NO
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.
2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW162/R	Site Name: The Sentinel Works, Whitchurch Road
Size (ha)	3.4
Indicative capacity	70
General location	The site is in North Shrewsbury along Whitchurch Road. It is adjacent to the Morrison's Supermarket and housing development
Brownfield or Greenfield	Brownfield
Planning history or designations	09/01323/COU Change of use from Retail (Use Class A1) to Gym (Use Class D2).
Potential Windfall Site	Yes – but only promoted for employment, as site is protected employment land. Site acceptability reviewed as part of SHLAA Update (2014).

Site Ref: SHREW165	Site Name: Land off Castle Foregate
Size (ha)	2.4
Indicative capacity	70.76
General location	The site is in central Shrewsbury, off Castle Foregate. Site adjoins railway line.
Brownfield or Greenfield	Brownfield
Planning history or designations	SA/07/0214/F No change. Erection of extension to workshop for new car spray booth and LPG bottle store. Accepted on 16.04.2007.
Potential Windfall Site	No. Area of high flood risk, land in low-key storage uses. Site acceptability reviewed as part of SHLAA Update (2014).

Site Ref: SHREW168	Site Name: Porthill, Off Roman Road
Size (ha)	0.4
Indicative capacity	12.03
General location	The site is located in the West of Shrewsbury, off Roman Road Porthill. The site is located behind a number of residential dwellings with Shrewsbury school site adjacent to the site.
Brownfield or Greenfield	Brownfield
Planning history or designations	SA/06/1793/F Erection of 2 detached and 2 semi-detached dwellings with alterations to exist. Approved on 29/03/2007.
Potential Windfall Site	Yes. As per previous permission. Full assessment not undertaken for SAMDev Plan. Site acceptability reviewed as part of SHLAA Update (2014).

Site Ref: SHREW174/R	Site Name: Crown House / Land off St Marys Street
Size (ha)	0.3
Indicative capacity	20
General location	The site is located in central Shrewsbury, the site is off Castle Street and St Marys Street. The site is adjacent the Charles Darwin Centre and St Mary's Church.
Brownfield or Greenfield	Brownfield
Planning history or designations	Change of use of 1st, 2nd and 3rd floors from hairdressers and offices to 3 residential dwellings (3 x 1-bed flats). Completed.
Potential Windfall Site	Yes. Site acceptability reviewed as part of SHLAA Update (2014).

Shrewsbury Submission

Site Ref: SHREW179	Site Name: Land off Kemps Eye Avenue
Size (ha)	0.5
Indicative capacity	14
General location	The site is located in the Belle Vue area on land off Kemps Eye Avenue/Brook Street, east of the Hereford Road.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Remainder of meadow following construction of medical centre.
Topography	Flat
Adjoining land uses and boundary features	In addition to the medical centre on the northern part of the site (Brook Street), there is existing housing to the north and west. The main Cardiff railway line forms the eastern edge of the site, with a playingfield and housing beyond. There is a public footpath on the southern edge of the site, then a dwelling/smallholding with the Rea Brook Valley and Meole Golf Course beyond.
Local highway capacity/ constraints	Access acceptable. Cycle access not currently acceptable, maybe achievable if site was developed.
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	No site specific assessment completed. However, the site is within the existing built up area on land contained by the medical practice, housing and the railway line.
Planning history or designations	New Medical Centre on part of site. Site previously identified as Green Space in former Borough Local Plan (policy not saved). Site within urban area development boundary in Local Plan.
Land ownership, land agreements and delivery statements	The site is being promoted
Access to services/employment areas	The site is relatively close to facilities in Longden Coleham, including primary school and shops, with secondary schools on Longden Road. It is also within walking distance of the town centre and its facilities, services and employment, and relatively close to the Meole Brace Retail Park. The nearest other employment areas are on Old Potts way, Abbey Foregate, Longden Road, and the Shrewsbury Business Park.
Other constraints	Part of the site is the Marysville Medical Practice. Access would need to be via the access the medical centre site and its car park, off Brook Street.

Shrewsbury Submission

General site related benefits	None identified
Transport and Highways related benefits	None identified
Strategic fit	
Other relevant information	

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Site within 300m of a Conservation Area
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Reptiles <p>The site is within 250 m of the Rea Brook valley Local Nature Reserve.</p> <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated sites, refer to HRA report.</p>
Trees	Limited tree constraints
Environmental Health	No comments received
Drainage: Watercourse flooding	There is a watercourse within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. No part of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	No comments received

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should</p>
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Shrewsbury Submission

	<p>be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, an area of natural and semi-natural green space, an amenity green space and flood risk. It is negative for access to a primary school, the other three key amenities and facilities, proximity to; a Conservation Area; a Local Nature Reserve and a former landfill site and the assessment shows that most of the site comprises an area of natural and semi-natural open space. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be poor.

The Stage 2b assessment has found that this site is capable of development, although it would represent the loss of an area of green space within the built up area and which is prominent from a public right of way, forming part of linked spaces either side of the railway line and then extending into the Rea Brook Valley. As such, the area is likely to be locally valued as green space. There is also some concern regarding access via the medical centre's access. Therefore it is considered that whilst the site could potentially accommodate windfall development, it is not appropriate to identify as a preferred option/allocation site.

Conclusion

Potential windfall site	Yes
Realistic site	Yes

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW180	Site Name: 117 Wenlock Road
Size (ha)	0.2
Indicative capacity	4 (outline planning consent 13/03313/OUT).
General location	The site is located in south eastern Shrewsbury, on the eastern side of Wenlock Road, within the existing residential area.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Meadow
Topography	Flat
Adjoining land uses and boundary features	There are residential properties on all sides of the site, and both sides of Wenlock Road, which forms the south-western edge of the site.
Local highway capacity/ constraints	Access acceptable. Cycle access not currently acceptable, could be easily achievable
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	No site specific assessment completed. However the site is within the existing built up area, in an area of established residential character.
Planning history or designations	The site is within the urban development boundary in the former Borough Local Plan. Consented planning application for 4 dwellings 13/03313/OUT.
Land ownership, land agreements and delivery statements	See planning application details 13/03313/OUT.
Access to services/employment areas	The site is close to a wide range of facilities and services in the locality, including primary school at Mereside, Shrewsbury College of Arts and Technology on London Road, and supermarket on Old Potts Way. The site is also close to Shrewsbury Business Park and other employment opportunities at Abbey Foregate and Old Potts Way. The town centre is in walking distance and there are good bus services nearby.
Other constraints	None identified.
General site related benefits	None identified
Transport and Highways related benefits	None identified
Strategic fit	Small scale developable site within an existing residential area and the town's development boundary.

Shrewsbury Submission

Other relevant information	Planning application 13/03313/OUT.
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Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Site within 300m of a Conservation Area
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Reptiles <p>The site is not in, adjacent to or within buffer zones of a designated site.</p> <p>The Site is not in or adjacent to an Environmental Network but there is potential to improve environmental networks.</p> <p>The site is within 10km of European designated sites, refer to HRA report</p>
Trees	Trees and hedgerows will be a minor constraint. Boundary hedgerows and trees.
Environmental Health	No comments received
Drainage: Watercourse flooding	There is no watercourse in or within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. None of the site is in Flood Zone 3a or 3b.
Drainage: Surface water flooding	No part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	There is a medium risk of groundwater flooding (between 25 and 50% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	No comments received

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred</p>
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Shrewsbury Submission

	Options/Revised Preferred Options stages are set out in the Consultation Statement.
Statutory bodies responses to date	

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, a primary school, three out of the five key amenities and facilities and flood risk. It is negative for access to a local park or garden, a young people's recreational facility and proximity to a Conservation Area. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The Stage 2b assessment has found that this is a realistic site that could have windfall potential. The site has very few constraints, with low risk of flooding, no biodiversity issues, although the site is within 300m of a conservation area. The site is within the development boundary and is surrounded by existing residential dwellings. The site is too small to allocate for development, but could come forward on a windfall basis, to be assessed in terms of suitability on the merits of the scheme having regard to the context of the site and adjoining properties – subsequent consented application for 4 dwellings.

Conclusion

Potential windfall site	Yes (subsequent consented application for 4 dwellings 13/03313/OUT)
Realistic site	Yes

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW185	Site Name: Land to rear of Abbey Foregate
Size (ha)	0.2
Indicative capacity	6.85
General location	The site is located in Central Shrewsbury, off Holywell Street, behind Abbey Foregate. The site is near a residential area, bowling green and is located within a small office/industrial area.
Brownfield or Greenfield	Brownfield
Planning history or designations	11/02849/FUL Renewal of extant Planning Permission 08/0732/F for the erection of a two storey office building with associated parking following demolition of existing building. Approved on 18.08.2011.
Potential Windfall Site	Yes. Although in area of flood risk, full assessment not undertaken for SAMDev Plan. Site acceptability reviewed as part of SHLAA Update (2014).

Site Ref: SHREW186	Site Name: Yard, Off Underdale Road
Size (ha)	0.6
Indicative capacity	21
General location	The site is located in central Shrewsbury, off Underdale Road. The site is close to the railway line, adjacent to a residential area and recreational sports field.
Brownfield or Greenfield	Brownfield
Planning history or designations	Site granted consent for residential development. Construction completed 2014.
Potential Windfall Site	Construction Completed.

Site Ref: SHREW189	Site Name: Radbrook College Complex
Size (ha)	4.1
Indicative capacity	52
General location	This site is part of the Radbrook College Complex. This is eastern part of the site, located off Radbrook Road in the South West of Shrewsbury.
Brownfield or Greenfield	Brownfield
Potential Windfall Site	Yes. Site acceptability reviewed as part of SHLAA Update (2014). Availability of the site is dependent on the relocation of remaining educational facilities to London Road site which is part of the strategic plan of SCAT. It is however likely this site could take some time to come forward, therefore the yields have been placed in the second 5 year timeframe to reflect this.

Site Ref: SHREW192	Site Name: Garages, Off Belvidere Lane
Size (ha)	0.2
Indicative capacity	5
General location	The site is located in the east of Shrewsbury, off Belvidere Lane. The site is adjacent to a residential area and a railway line.
Brownfield or Greenfield	Brownfield
Potential Windfall Site	Yes. Site acceptability reviewed as part of SHLAA Update (2014). The site is suitable for terraced housing development. Due to the nature of the site and the fact that it has been actively promoted in the last UHCS, it is thought possible this site could come forward within the next 5 year time frame.

Shrewsbury Submission

Site Ref: SHREW193		Site Name: Industrial Unit, Monkmoor Trading Estate
Size (ha)	0.9	
Indicative capacity	27.43	
General location	The site is located in east of Shrewsbury, on Monkmoor Trading Estate, Monkmoor Road. The site is adjacent to some warehouses and a residential area.	
Brownfield or Greenfield	Brownfield	
Potential Windfall Site	Yes. In current commercial use. Full assessment not undertaken for SAMDev Plan. Site acceptability reviewed as part of SHLAA Update (2014).	

Site Ref: SHREW195		Site Name: Former Tesco, Arlington Way
Size (ha)	2.7 ha.	
Indicative capacity	106 houses	
General location	The site is in north Shrewsbury, on Arlington Way and off Featherbed Lane, between the Sundorne Retail Park and Alberbury Drive residential area.	
Brownfield or Greenfield	Brownfield (former Tesco store)	
Planning history or designations	Site has consent for 106 dwellings (Taylor Wimpey) – 11/03008/FUL. Construction nearing completion.	
Realistic Site	Yes – as per planning permission.	
Final Plan	No – no need to allocate as construction nearing completion.	

Site Ref: SHREW196		Site Name: Former School House, Long Row
Size (ha)	0.1	
Indicative capacity	6	
General location	The site is in north Shrewsbury, along Long Row, Ditherington. The site is adjacent to an industrial unit and is surrounded by residential dwellings.	
Brownfield or Greenfield	Brownfield	
Planning history or designations	Permission granted for residential development, construction complete.	
Potential Windfall Site	No – construction completed.	

Shrewsbury Submission

Site Ref: SHREW198	Site Name: Ditherington Flax Mill
Size (ha)	2.4
Indicative capacity	120+
General location	The site is located in central Shrewsbury, along Ditherington Road/St Michael's Street, Spring Gardens. The site is adjacent to a railway line and a residential area.
Brownfield or Greenfield	Brownfield
Allocation in Final Plan	Yes (part) - in order to provide greater certainty regarding the land adjoining the Flaxmill, which forms part of the area subject to an existing masterplan and current planning consent for the redevelopment of the Flaxmill. Subject to development guidelines stating: Mixed use development to have regard to the adopted masterplan for the re-development of the Flaxmill and adjoining land and buildings, to include approximately 120 dwellings. The re-development will comprise of the repair and re-use of historic buildings to create workspace and associated cultural activities, new retail/commercial office and residential development, associated access, landscaping and car parking, with demolition of non-listed buildings. (Site with planning permission - reference number: 10/03237/OUT).
Planning history or designations	Site with planning permission - reference number: 10/03237/OUT - for mixed use development of the Flaxmill and adjoining land and buildings, to include approximately 120 dwellings.
Potential Windfall Site/Allocation	Yes – As part of overall mixed use development of Flaxmill site, having regard to the adopted masterplan for the re-development of the Flaxmill and adjoining land and buildings. Part is proposed to be allocated for approximately 120 dwellings. Site acceptability reviewed as part of SHLAA Update (2014).

Site Ref: SHREW200	Site Name: The Limes, Pountney Gardens
Size (ha)	0.7
Indicative capacity	21.34
General location	The site is located in central Shrewsbury, off Lime street moving into Pountney Gardens. The site is located in a residential area.
Brownfield or Greenfield	Brownfield
Planning history or designations	SY2004/01312 Change of use of existing building from offices (B1) to form 2no. Semi-detached dwellings and 3 detached dwellings. Completed.
Potential Windfall Site	No – construction completed.

Shrewsbury Submission

Site Ref: SHREW202		Site Name: Builders Yard, Betton Street
Size (ha)	2.2	
Indicative capacity	21	
General location	The site is located in central Shrewsbury along Betton Road. Adjacent to residential area.	
Brownfield or Greenfield	Brownfield	
Planning history or designations	SA/04/1429/F Erection of 2 and 3 storey blocks to provide 21 dwellings (i.e. 8 town houses and 13 flats). SY2005/01321	
Potential Windfall Site	Yes. Site acceptability reviewed as part of SHLAA Update (2014).	

Site Ref: SHREW203		Site Name: Land off Hawthorn Road
Size (ha)	0.6	
Indicative capacity	17.97	
General location	The site is located in central Shrewsbury off the Hawthorn Road. The site is within a residential area and is adjacent to a railway line.	
Brownfield or Greenfield	Brownfield	
Potential Windfall Site	No – construction complete	

Site Ref: SHREW206		Site Name: Salop Music Centre, St Michael's Street
Size (ha)	0.5	
Indicative capacity	19	
General location	The site is located in central Shrewsbury, at land off St Michaels Street. The site is adjacent to a residential area, a railway line and a set of industrial units.	
Brownfield or Greenfield	Brownfield	
Planning history or designations	SA/06/0309/F Erection of a three storey building to provide ground floor shop/store with 5 apartments. Accepted on 18.05.2006.	
Potential Windfall Site	Yes. Site acceptability reviewed as part of SHLAA Update (2014). Site accepted as planning permission for five apartments above shop does not affect status of rest of site. Site suitable for medium density development typically comprising a mix of detached, semi-detached and terraced dwellings.	

Shrewsbury Submission

Site Ref: SHREW0210/09, SHREW030/R, SHREW094 and SHREW019	Site Name: Land at Bowbrook/Radbrook
Size (ha)	Overall area: 36 ha Option 1: 7 ha developable land Option 2: additional 14 ha of developable land Option 3: as Option 2 plus link to Hanwood Road sites (Ref SHREW019 and SHREW094)
Indicative capacity	Option 1: 200 dwellings Option 2: Additional 200 dwellings Option 3: Additional 100-150 dwellings including linked sites off Hanwood Road.
General location	Land on the south-western edge of Shrewsbury between Mytton Oak Road (B4386) and Hanwood Road (A488). Part of a larger greenfield area between the edge of the urban area between the two roads and the A5 Bypass.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	A very small part of the north-east edge of the site lies just within a Mineral Safeguarding Area. However, the area of land affected is so small that it would not be worth working the mineral as part of any development.
Current use	Agriculture – predominantly pasture.
Topography	Undulating land, in places initially rising relatively steeply up from the Rad Brook, which runs along the northern edge and through the western part of the site (the Option 1 land).
Adjoining land uses and boundary features	Mytton Oak Road, with hospital/staff accommodation and housing off Racecourse Lane to the north, the Rad Brook and the Falcons Way development (overlooking the site) to the north-east, Crowmeole Farm and residential development off Crowmeole Lane and Hanwood Road to the east. Agricultural land to the south and west.
Local highway capacity/ constraints	Both the Mytton Oak Road and Hanwood Road connect with the A5, making this area a relatively accessible area. The two roads were assessed by Faber Maunsel as being lower capacity radial routes, while Mytton Oak Road is well served by public transport services but Hanwood Road less so. Highways officers comment ‘access acceptable’ for site off Mytton Oak Road but need for link road through to Hanwood Road, and there is agreement on proposed access arrangements from both Mytton Oak Road and Hanwood Road. Cycle access not currently acceptable, would be easily achievable based on development scale.
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. <i>Phase 6 & 8 of the Shropshire Groundwater Scheme.</i> This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. <i>Sewer network upgrades in the town centre</i> – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. <i>Upgrades to Shrewsbury Grid Supply Point</i> – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. <i>A5 junction improvements</i> – A number of A5 junction improvements around the western part of the town have been identified, including the

Shrewsbury Submission

	<p>A5/A488 Edgebold junction. Whilst the A5/B4386 (Mytton Oak Road) junction has not been specifically identified for upgrade at this stage, the impact of new development will need to be assessed with the Highways Agency.</p>
<p>Inherent landscape character ²</p>	<p>The site forms part of a large block of agricultural land between the existing urban edge and the A5 Bypass, and so still has countryside character and forms part of an attractive approach to the town. The Rad Brook is a key landscape feature and green corridor running through and along the northern edge of the site. Two tributaries running along the south-western and south-eastern boundaries. Fields are enclosed by hedgerows and there are numerous prominent mature trees (some TPO's). Housing development on Falcons Way backs to the brook and overlooks the site (forming an unattractive edge). Site assessed as of medium landscape sensitivity/capacity, except for the part of the site between Mytton Oak Road and the Rad Brook which was assessed as of high/medium sensitivity (scoring challenged by promoter).</p> <p>SHREW/030/R: The site is assessed as of medium landscape sensitivity/capacity for housing:</p> <p>The area gently slopes towards the town with steeper slopes to the east forming an attractive backcloth to the relatively new adjacent housing. It consists of pasture enclosed by hedgerows with trees to the north and east and arable with removed hedgerows and remnant mature oaks to the south west. There is tree cover predominantly in hedgerows but also there are some tree belts. The area forms part of an attractive countryside approach to Shrewsbury and is generally visible from the radial roads. However, the area is generally not publicly accessible and has only one PROW. Views to development and noise from the adjacent roads reduce the area's tranquillity. The area has a similar character to the wider countryside. The area to the north west has the strongest field pattern and a positive relationship between rural buildings, trees and agriculture. It is the most sensitive area.</p> <p>There may be some capacity for housing in this area in the longer term as it slopes towards the town which reduces its potential effect on the wider countryside. However, the slopes closer to the urban edge are steeper and more locally prominent. The Rad Brook and other watercourses corridors are sensitive and would need to be retained. As wide views in are possible from the adjacent roads careful thought would need to be given to long-term advance planting.</p> <p>SHREW210/09: The site is assessed as of high/medium landscape sensitivity and low capacity for housing development:</p> <p>The area forms an attractive valley floor allowing views from housing and the adjacent road to the Rad Brook corridor with its riparian vegetation. It forms part of the semi-rural approach to the town from the west. The stream corridor is likely to be of some nature conservation value.</p>
<p>Planning history or designations</p>	<p>Site with planning permission: Land West of Hanwood Road - planning permission reference number: 13/03285/FUL; Land South of Mytton Oak Road - planning permission reference number: 13/03534/OUT). Also planning permission for allotments further west along Mytton Oak Road.</p>
<p>Land ownership,</p>	<p>The site is in a single ownership, except that Option 3 allows for a link to</p>

Shrewsbury Submission

land agreements and delivery statements	Hanwood Road bringing in two further landowners – all have agreed to co-operate in a joint development, with indicative phasing agreed. A development company (Commercial Estates Group) have an option with regard to the principal site. The promoters have submitted detailed information regarding the suitability and deliverability of the site, including concept masterplan options and proposed access arrangements. Planning applications now submitted and approved for nearly all of the land proposed to be allocated.
Access to services/employment areas	Reasonable proximity to a range of facilities and services (Mytton Oak Local Centre and Radbrook Green). Not close to secondary school (nearest is Longden Road) but close to hospital. Nearest employment areas are Oxon Business Park and Longden Road Industrial Estate, but major employment at Royal Shrewsbury Hospital and Mental Health Care Facility at Shelton.
Other constraints	The Rad Brook and its tributaries are a key constraint/opportunity – localised flood risk, local ecological and landscape value. Some TPO trees. Sensitivity arising from relationship to Falcons Way development to the north.
General site related benefits	Major opportunity to extend and improve the Rad Brook as a strategic green corridor and to deliver a long term direction of growth with co-ordinated infrastructure provision to serve south western Shrewsbury, if required. Concept masterplan options seek to take advantage of the opportunities, including provision of a 13 hectare Countryside Park and improved highway/transport linkages to the east, and the identification of a 7 hectare area reserved for potential community/recreation uses, if required. Infrastructure contributions agreed in relation to planning consents.
Transport and Highways related benefits	Opportunity to provide road link through site between Mytton Oak Road and Hanwood Road as an alternative to Crowmeole Lane, and to enhance pedestrian and cycle routes/links.
Strategic fit	The site has the scope to provide a phased development area contributing significantly to meeting the town's housing target, with the benefits associated with larger scale co-ordinated development and infrastructure provision. The overall approach, including particularly the enhancement of the Rad Brook corridor, would contribute to Core Strategy objectives and the development objectives for Shrewsbury in Policy CS2.
Other relevant information	Concept Masterplan proposals including site and settlement character assessments, consideration of constraints and opportunities, development of vision, objectives, and concept options and layouts. Information submitted for consented planning applications, as set out above.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	SHREW030/R: Cropmark archaeological site south of Crowmeole Farm, plus possible remains of post-medieval. cottage near north-west corner of site - on present evidence both of probable local significance. Elsewhere: No comment - an archaeological baseline survey will be needed in line with the requirements of PPS5/NPPF before any development commences.
Biodiversity	There are no known protected species on site but the following surveys will be needed before development could commence; <ul style="list-style-type: none"> <input type="checkbox"/> Extended Phase 1 <input type="checkbox"/> Bats <input type="checkbox"/> Great Crested Newts <input type="checkbox"/> Water voles <input type="checkbox"/> Reptiles <input type="checkbox"/> Otter <p>The site is not in, adjacent to or within a buffer zone of a designated site. The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy</p>

Shrewsbury Submission

	CS17. The site is within 10km of European designated sites, refer to HRA report.
Trees	SHREW210/09: Trees will be a design concern small TPO'd woodland on site SHREW030/R: Trees and hedgerows will be a minor constraint. Hedgerows and mature trees on site with TPO'd tree groups on northern boundary SHREW019: Trees and hedgerows will be a minor constraint. Established plantation at roadside (A488) with mature trees on adjacent land to the south
Environmental Health	No comments received
Drainage: Watercourse flooding	A watercourse (Rad Brook) runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. No watercourse flooding has been recorded and 2 flood events have been reported by members of the public to the Flood Forum. SHREW210/09: 13.10% of the site is in Flood Zone 3a and 11.89% of the site is in Flood Zone 3b. SHREW030/R: A watercourse runs through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. No watercourse flooding has been recorded, but 1 flood event have been reported by members of the public to the Flood Forum. 5.02% of the site is in Flood Zone 3a and 4.69% of the site is in Flood Zone 3b.
Drainage: Surface water flooding	SHREW210/09: Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	SHREW210/09: There is a very high risk of groundwater flooding (more than 75% of the site is recorded as being susceptible). SHREW019, SHREW030/R and SHREW094: There is a high risk of groundwater flooding (between 50 and 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Highly permeable geology and not in any SPZ
Countryside	No comments received
Environment Agency	SHREW210/09: Further assessment/modelling would be needed to support any allocation to ascertain how much of the site is developable, or there is an unmapped small watercourse. Some Flood Zone 3 on site but linked to Site SHREW030/R, where Flood Risk is either not an issue or can be appropriately managed. Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.
Community consultation response	Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the

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	<p>bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
<p>Statutory bodies responses to date</p>	<p>None specific to this site</p>

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) for SHREW019 is positive for access to bus transport, three out of the five key amenities and facilities, landscape sensitivity (which is low) and flood risk. It is negative for access to the primary school, a local park or garden, a young people's recreational facility and proximity to a former landfill site. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The Stage 2a assessment (sustainability appraisal) for SHREW030/R is positive for access to bus transport, three out of the five key amenities and facilities, landscape sensitivity (which is low) , flood risk and development offers the opportunity to remediate a former land use. It is negative for access to the primary school, a local park or garden, a young people's recreational facility and proximity to a former landfill site. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be good.

The Stage 2a assessment (sustainability appraisal) for SHREW094 is positive for access to bus transport, three out of the five key amenities and facilities, landscape sensitivity (which is low) and flood risk. It is negative for access to the primary school, a local park or garden, a young people's recreational facility, agricultural land quality and proximity to a former landfill site. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

The Stage 2a assessment (sustainability appraisal) for SHREW210/09 is positive for access to bus transport, four out of the five key amenities and facilities, landscape sensitivity (which is low) and development offers the opportunity to remediate a former land use access to the primary school. It is negative for access to a primary school, a local park or garden, flood risk, agricultural land quality and some trees on the site are protected by Tree Preservation Orders. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

Overall this is a large, relatively accessible site which has good potential for co-ordinated residential development, provision of community facilities to meet the needs of the wider area, highways and transport benefits, and enhancement of green infrastructure of the Rad Brook corridor. The site is greenfield land with some landscape character and does have some physical constraints primarily associated with the Rad Brook and its tributaries, but these are also potential opportunities to create a distinctive and high quality development. Although on the edge of Shrewsbury, the site is reasonably accessible to a range of local facilities and services. The major issues to balance with these potential benefits is the traffic impact/capacity of the local road network, the integration of measures to encourage smarter travel choices into the design, the protection of the amenities of existing residential properties overlooking the area, the avoidance of flood risk, and the protection of features of ecological value.. The concept masterplanning proposals for the site indicate scope to

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address these issues satisfactorily and, on this basis, the site is considered a realistic option for large scale co-ordinated and phased development.

Conclusion

Potential windfall site	NO
Realistic site	YES (Sites with planning permission: Land West of Hanwood Road - planning permission reference number: 13/03285/FUL; Land South of Mytton Oak Road - planning permission reference number: 13/03534/OUT).

Recommendation

Allocation in Final Plan	Yes , subject to development guidelines stating: Comprehensive phased development providing a countryside park along the Rad Brook, a 7 hectare site for community facilities, and creating a road link between the Mytton Oak and Hanwood Roads.
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW211/09	Site Name: Land at Whitehall
Size (ha)	0.9
Indicative capacity	27.34
General location	The site is located in central Shrewsbury, off Monkmoor Road. The site is located within a residential area.
Brownfield or Greenfield	Brownfield
Potential Windfall Site	Yes. Site accepted in 2009 Strategic Housing Land Availability Assessment (SHLAA). Full assessment not undertaken for Preferred Options SAMDev Plan, but site acceptability will be reviewed as part of 2012 SHLAA Update.

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Site Ref: SHREW212/09	Site Name: Land off Longden Road
Size (ha)	6.9 ha.
Indicative capacity	Up to 175 dwellings
General location	Site on southern edge of Shrewsbury, between Longden Road and Mousecroft Lane, south of the Radbrook residential area and opposite the Longden Road Industrial Estate.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area and within a Coal Authority Referral Area. A Coal Authority Report for the site indicates that the site is in the likely zone of influence at the surface from any past, present or future underground or surface workings. Records indicate that three shafts for underground excavation of coal are located at between 110 and 150m to the south and south-west.
Current use	Agriculture
Topography	Generally flat with some minor undulations.
Adjoining land uses and boundary features	The Nuffield Hospital and its car park and a ribbon of residential properties fronting Mousecroft Lane on the north side. Residential properties and an industrial estate on Longden Road to the east, countryside to the west and south (including the hamlet of Nobold). The southern boundary is a watercourse with a belt of mature trees. Mousecroft Lane and Longden Road have boundary hedges.
Local highway capacity/ constraints	Longden Road – traffic linked to the two secondary schools, with some capacity constraints/traffic delays at the Roman Road roundabout and Bank Farm Drive junctions. Excessive traffic speed/road width in places – narrowing towards Nobold. Mousecroft Lane and Nobold Lane - limited capacity. No footway along northern side of Longden Road. Ambulance response unit now at Longden Road industrial estate. Longden Road does not connect with A5 Bypass.
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements, including the A5/A488 Edgebold roundabout.
Inherent landscape character²	The site is part of an area assessed as of medium landscape sensitivity/capacity. The area is a relatively low lying valley bottom and sides with a semi-rural character of pasture and low cut hedges. The area itself is not widely visible although it is visually adversely affected by the adjacent commercial estate to the south east. The area is poorly drained and may be a flood plain, and the stream corridor is likely to be the most sensitive element within the area. The area may have some capacity for housing providing this is not flood

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	plain. Care would need to be taken to retain the stream corridor with its associated riparian vegetation.
Planning history or designations	Nuffield Hospital car park. Former Borough Local Plan identified site as within a broader area with a local environmental value (policy not saved). Planning consent for up to 175 dwellings 13/03920/OUT.
Land ownership, land agreements and delivery statements	Single owner. Site promoted by Cerda Planning on behalf of Wyro Developments. Planning consent 13/03920/OUT.
Access to services/employment areas	The site is located relatively close to a range of services and facilities, including secondary schools and Industrial Estate on Longden Road, Radbrook Green (local centre and primary school), and Meole Village (junior school). Meole Brace Retail Park is also relatively close to the site. No footway on Longden Road (north side).
Other constraints	Poor drainage/susceptible to surface water and groundwater flooding, particularly in south and south western areas.
General site related benefits	Relatively well contained site, with existing development to the east and strong boundary features.
Transport and Highways related benefits	Scope to address some of existing highways and transport issues relating to Mousecroft Lane and Longden Road.
Strategic fit	
Other relevant information	Promotional document submitted, with supporting information including flood risk assessment, ecological assessment, transport statement and environmental risk desk study report. Information submitted for planning application 13/03920/OUT.

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	A number of archaeological sites present within adjacent fields – archaeological desk based assessment and possible evaluation required prior to submission of a planning application.
Biodiversity	<p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Great Crested Newts ▪ Water voles ▪ Reptiles ▪ Otter <p>The site is not in, adjacent to or within a buffer zones of a designated site.</p> <p>The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p> <p>The site is within 10km of European Sites, refer to HRA report.</p>
Trees	Trees and Hedgerow will be a minor constraint - boundary hedgerows and mature trees. Stream along western boundary.
Environmental Health	No comments received
Drainage: Watercourse flooding	There is a watercourse within 50m of the site boundary. No watercourse flooding has been recorded and no flood event has been reported by a member of the public to the Flood Forum. No part of the site is in Flood Zone 3a or 3b.

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Drainage: Surface water flooding	Small part of the site is susceptible to surface water flooding
Drainage: Groundwater flooding	There is a high risk of groundwater flooding (between 50 and 75% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and ‘south, south-west and west of Shrewsbury’, with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Great Hanwood Parish Council commented at the Issues and Options stage that ‘the area around Nobold is part of Great Hanwood Parish. Growth (of Shrewsbury) towards the north-west would engulf this small hamlet and destroy its individual community identity’.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None specific to this site

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, three out of the five key amenities and facilities, landscape sensitivity (which is low), flood risk and development offers the opportunity to remediate a former land use. It is negative for access to a local park or garden, a young people’s recreational facility, proximity to a Conservation Area and agricultural land quality. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

Although this is a greenfield site on the southern edge of the town, it is relatively close to a good range of facilities, services and employment opportunities. Some development has already taken place (Nuffield Hospital car park) and there is significant development on the other side of Longden Road (the industrial estate). There are some traffic issues relating to Longden Road (including traffic

Shrewsbury Submission

speeds, the presence of the two secondary schools, and the capacity of the roundabout junction with Roman Road, and Mousecroft Lane (including its narrowness and its use as a through route to the A5 Bypass via Hanwood Road). However, the site is well contained in landscape terms and it is considered that it provides a potentially suitable site for some housing development up to the existing boundary features, subject to satisfactory highways/access and drainage arrangements. Dealing appropriately with flood risk and drainage may result in a reduced developable area and a more limited scale of development being appropriate. Community consultation response concerns regarding development in this direction are noted, and it is considered that using the watercourse on the south western boundary of the site as the limit to development would appropriately safeguard the identity of the hamlet of Nobold and limit potential impacts on the local road network. On balance, it is considered that the land of Longden Road is a realistic site and one that can be identified as a preferred option/allocation.

Conclusion

Potential windfall site	NO
Realistic site	YES - subject to satisfactory access and drainage arrangements.

Recommendation

Allocated in Final Plan	Yes , subject to development guidelines stating: Development subject to provision of funding for local highways improvements.
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.
2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW225	Site Name: Land at Red Barn Lane
Size (ha)	0.63
Indicative capacity	18
General location	The site on land north of Longden Road, to the east of Roman Road, in the Rad Brook Valley. The site is north of and below the car park of the Red Barn public house.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Mineral Safeguarding Area
Current use	Woodland
Topography	Land slopes, initially steeply, to the north towards the Rad Brook
Adjoining land uses and boundary features	To the south the site is the Red Barn Public House and its car park, then Longden Road. To the north, east and west the site there are a number of existing residential properties.
Local highway capacity/ constraints	No obvious access, with Red Barn Lane extremely narrow and steeply sloping, and with a poor junction onto Longden Road.
Other critical infrastructure constraints¹	Shrewsbury Place Plan (2011-2012) 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	No site specific assessment available, but site is wooded and forms part of the valley side of Rad Brook Valley. Although located within the built up area of the town, this area has an unmanaged urban fringe/countryside character.
Planning history or designations	Previously Green Space in former Borough Local Plan.
Land ownership, land agreements and delivery statements	Not clear if site still promoted.
Access to services/employment areas	Relatively close to town centre and therefore in close proximity to existing services, facilities and employment. Primary school at Longden Coleham and secondary schools on Longden Road.
Other constraints	Rad Brook Valley is an important green corridor forming part of the town's strategic environmental network.
General site related benefits	None identified
Transport and Highways related benefits	None identified
Strategic fit	
Other relevant	

Shrewsbury Submission

information	
Comments from internal consultees, plus Environment Agency site specific comments – <u>not sought as not clear if site still promoted.</u>	
Heritage	
Biodiversity	
Trees	
Environmental Health	
Drainage: Watercourse flooding	
Drainage: Surface water flooding	
Drainage: Groundwater flooding	
Drainage: Suitability for SUDS	
Countryside	
Environment Agency	

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and ‘south, south-west and west of Shrewsbury’, with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None specific to this site

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, three out of the five key amenities and facilities and flood risk. It is negative for access to a local park or garden, a young people’s recreational facility and the site is within a Conservation Area. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

Shrewsbury Submission

The site is an inaccessible, steeply sloping, wooded area of land forming part of the important Rad Brook green corridor and, as such, is unsuitable for development. Furthermore it is not clear if the site is still being promoted (previous promoter can no longer be contacted).

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.

2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Site Ref: SHREW227	Site Name: Land at end of Red Barn Lane
Size (ha)	0.55
Indicative capacity	16
General location	The site on land north of Longden Road, to the east of Roman Road, in the Rad Brook Valley. The site is at the end of Red Barn Lane.
Brownfield or Greenfield	Garden land
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site adjacent to a Mineral Safeguarding Area
Current use	Individual residential property and holiday accommodation with large garden area.
Topography	Gently sloping down to Rad Brook.
Adjoining land uses and boundary features	The Rad Brook forms the northern edge of the site, with open land/meadow to the north and east and partially wooded land to the south and west. There is also a former builders yard and a small group of dwellings to the south on Red Barn Lane.
Local highway capacity/ constraints	Red Barn Lane extremely narrow and steeply sloping, and with a poor junction onto Longden Road.
Other critical infrastructure constraints¹	<p>Shrewsbury Place Plan (2011-2012)</p> <ol style="list-style-type: none"> 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding problems. The impact of new development will need to be assessed with Severn Trent Water. 3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution. 4. A5 junction improvements – A number of A5 junction improvements have been identified.
Inherent landscape character²	No site specific assessment available, but site is informal garden land forming part of the Rad Brook Valley. Although located within the built up area of the town, this area has an unmanaged urban fringe/countryside character.
Planning history or designations	History related to existing buildings on site (residential and holiday accommodation). Previously Green Space in former Borough Local Plan.
Land ownership, land agreements and delivery statements	Site promoted by owners.
Access to services/employment areas	Relatively close to town centre and therefore in close proximity to existing services, facilities and employment. Primary school at Longden Coleham and secondary schools on Longden Road.
Other constraints	The northern part of the site is within flood zone 3 (Rad Brook). Rad Brook Valley is an important green corridor forming part of the town's strategic environmental network.
General site related benefits	None identified
Transport and Highways related	None identified

Shrewsbury Submission

benefits	
Strategic fit	
Other relevant information	

Comments from internal consultees, plus Environment Agency site specific comments – <u>not sought as not clear if site still promoted.</u>	
Heritage	
Biodiversity	
Trees	
Environmental Health	
Drainage: Watercourse flooding	
Drainage: Surface water flooding	
Drainage: Groundwater flooding	
Drainage: Suitability for SUDS	
Countryside	
Environment Agency	

Community consultation response	<p>Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	None specific to this site

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport, an area of natural and semi-natural green space and an amenity green space. It is negative for access to the other three key amenities and facilities and the site is within a Conservation Area. All the other sustainability objectives are neutral. The overall sustainability is thus judged to be fair.

Shrewsbury Submission

The site is subject to major constraints including poor access (Red Barn Lane), flood risk (part), and the importance of the Rad Brook green corridor as part of the town's strategic environmental network. In view of this, the site is not considered suitable to be identified for further development.

Conclusion

Potential windfall site	No
Realistic site	No

Recommendation

Allocation in Final Plan	No
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Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.
2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.

Shrewsbury Submission

Employment Sites Assessment: Stage 2b

Site Ref: SHREW028, 029, 077, 075, 107, 114, and 127/ELR002 and 066	Site Name: Shrewsbury South Sustainable Urban Extension: Land north and south of Oteley Road, and off Thieves Lane.
Size (ha)	SHREW028: 5.36 SHREW029: 1.11 SHREW077: 1.08 SHREW075: 1.01 SHREW107: 58.1 SHREW114: 9.46 SHREW127: 9.91
Indicative capacity	Shrewsbury South SUE: 900 dwellings, 26 hectares of employment land, local centre and associated land uses.
General location	Land on southern edge of Shrewsbury inside A5 Bypass, between Meole Brace Retail Park and Shrewsbury Business Park.
Brownfield or Greenfield	Primarily greenfield, but including some brownfield sites (Garden Centre and Nursery).
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	The site is within a Coal Authority Referral Area. The site is within a Mineral Safeguarding Area.
Current use	Agriculture, Sutton Grange Nursery, and Percy Thrower's Garden Centre.
Topography	Land north of Oteley Road – sloping down to Rea Brook to the north. There are good views toward the town centre from Oteley Road. Land south of Oteley Road – undulating and gently rising to the east, with land south of the Bypass rising markedly. Land off Thieves Lane – narrow area of land falling steeply to east and to west, where there is a kettlehole lake.
Adjoining land uses and boundary features	The area has strong boundary features. Thieves Lane and Oteley Road (former A5) run east to west through the area and parallel to the A5/A49 bypass to the south. At the eastern end, the area adjoins land allocated for Phase 2 of the Shrewsbury Business Park. In the central section, the area north of Oteley Road is residential (Sutton Farm estate), while the Sutton Grange land has the Rea Brook valley and the Whitecroft estate to the north and the Meole Golf Course to the west. At the western end, there are residential properties fronting Oteley Road and the Greenhouse Meadow Football Stadium, with the Cardiff railway line and Meole Brace Retail Park then the western edge of the area. Land south of the A5/A49 Bypass is primarily agricultural, but with a number of major activities present, including Salop Caravans, the Council nursery, and Bayston Hill Quarry.
Local highway capacity/constraints	Access acceptable - SUE site to include improvements to local highway network, contributions to improvement of strategic road network, and sustainable transport measures. Cycle access not currently acceptable, may be achievable if full site developed.
Other critical infrastructure constraints¹	Flood Risk in Rea Brook Valley and by MoneyBrook. <u>Shrewsbury Place Plan (2011-2012)</u> 1. Phase 6 & 8 of the Shropshire Groundwater Scheme. This is required to support increased abstractions for drinking water. However, the Environment Agency will implement this when justified in relation to additional demand. 2. Sewer network upgrades in the town centre – development to the west of the town will drain through the Rad Brook valley trunk sewer which drains through the town centre, where there are some known sewer flooding

Shrewsbury Submission

	<p>problems. The impact of new development will need to be assessed with Severn Trent Water.</p> <p>3. Upgrades to Shrewsbury Grid Supply Point – Reinforcements are needed to the Shrewsbury Grid, which is approaching firm capacity. The impact of new development will need to be assessed by Western Power Distribution.</p> <p>4. A5 junction improvements – A number of A5 junction improvements have been identified, including the Preston Boats, Emstrey Island and A49 junctions.</p>
<p>Inherent landscape character ²</p>	<p><u>Land south of Oteley Road:</u> Assessed as of medium/low landscape sensitivity.</p> <p>West of site: The area has already been partly developed by the Football Stadium. The area has relatively low intrinsic value, is generally orientated north and is bordered by roads. The rest of the area may be suitable for development which ameliorates the effects of the stadium and in particular mitigates the impact on residents to the north.</p> <p>East of site: The area is on gently rising land forming a gentle ridge which also forms the skyline locally. There is a mix of mainly arable with some pastoral in lower areas with low hedges and overall is of limited intrinsic value. The main issue is the skyline although the area is seen in the context of development.</p> <p>West of site: The site is assessed as of medium capacity for housing development and high/medium capacity for employment development</p> <p>The area may have some capacity to housing possibly in conjunction with the adjacent housing area - generally this will be on a small scale. The area may have some capacity for commercial or employment uses relating to the use of the stadium.</p> <p>East of site: The site is assessed as of high/medium capacity for housing.</p> <p>The area does have capacity for housing. The issue of the skyline would need to be addressed to ensure that the impact would not be unacceptable. Well vegetated green space in this location may be appropriate. Housing should also have a vegetated buffer between it and the bypass the minimum of 15m so screening can be maximised and development does not appear overbearing and cramped.</p> <p><u>Land north of Oteley Road:</u> Assessed as of high/medium landscape sensitivity:</p> <p>The area is a sloping valley side running down to the Rea Brook to the north. It is a combination of arable and pastoral uses with outgrown hedges and mature trees. Most of the intrinsic sensitivity of the area lies in the valley floor, steeper slopes and in the hedgerows and tree cover and the area's function as part of the open space corridor of the valley. It is crossed by Public rights of way which link into the valley corridor. And the area is overlooked by adjacent housing which form a pleasant edge to the settlement.</p> <p>The site is assessed as of medium capacity for housing development:</p> <p>The area has only limited capacity for housing as it needs to avoid the valley floor and steeper slopes and sensitive elements such as hedgerows</p>

Shrewsbury Submission

	<p>and trees. The area needs to continue to function as part of the green space corridor through the settlement.</p> <p><u>Land off Thieves Lane</u> The site is assessed as of medium/low landscape sensitivity:</p> <p>The area is a strip of remnant farmland cut off by the bypass and sandwiched between this and relatively recent commercial development. The area gently rises from the Severn valley floor with steeper slopes to the east and the west. The central area is grazed and relatively flat with limited intrinsic value. The area to the west is a steep valley with a pond which does have positive character and ecological sensitivity which should be retained. The eastern triangle slopes steeply to the roundabout is therefore highly visible and therefore visually sensitive.</p> <p>The site is assessed as of medium capacity for housing development:</p> <p>The central field would have capacity for housing if it is thought appropriate although the adjacent land use of commercial development would suggest an extension to the business park may be more appropriate [see below]. The fields to the east and west should be kept to clear of development.</p> <p>The central field has capacity for an extension to the business park but the built form should be kept away from the edge of the bypass to ensure that it does not appear overbearing or cramped. The fields to the east and west should be kept clear of development.</p>
Planning history or designations	Various for existing developments within the area (including Garden Centre and Nursery). The Rea Brook Valley and land north of Oteley Road was identified as Greenspace in former Borough Local Plan.
Land ownership, land agreements and delivery statements	Shrewsbury South Consortium, Frank Will Trust, Shropshire Council, Garden and Leisure and a number of other independent landowners involved in the promotion of the Sustainable Urban Extension (SUE), with agreement to co-operate between main parties. Delivery Statement and concept masterplan produced, and consultants engaged to produce a masterplan for the SUE.
Access to services/employment areas	Close to Meole Brace Retail Park and local centre on Sutton Farm Estate. Reasonable proximity to primary schools at Mereside and Meole Village, and secondary schools on Longden Road. Major employment opportunities at Shrewsbury Business Park and Meole Brace Retail Park.
Other constraints	A5/A49 trunk road along southern edge, Football Stadium on Oteley Road, Cardiff-Crewe rail line to west. Kettlehole lake by Wenlock Road.
General site related benefits	Large scale site providing opportunity for co-ordinated development, including a new strategic employment site in an appropriate location and an extension to an established business park. Extends built-up area out to the physical boundary of the Shrewsbury Bypass. Area already has significant development, including Football Stadium and Garden Centre. Rea Brook Valley provides a major green infrastructure resource.
Transport and Highways related benefits	Opportunity to secure significant contributions to enable improvements to local and strategic highway network, change the character of Oteley Road (former trunk road) and to embed sustainable transport measures in a large scale development.
Strategic fit	As set out in Core Strategy, the identification of the Shrewsbury South Sustainable Urban Extension forms part of a co-ordinated development strategy for Shrewsbury, helping to deliver significant greenfield development, providing both housing and employment development, and securing strategic highways/transport benefits.
Other relevant	Delivery Statement including concept masterplan, and supporting

Shrewsbury Submission

information	information, including ecological, landscape and visual assessments, noise, air quality and flood risk assessments, archaeological evaluation(land at Sutton House Farm) and highways and drainage notes.
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Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	<p>Potential for below ground remains of prehistoric sites. Medieval and post-medieval trackway crosses site on same alignment as the parish boundary. 18th and early 19th century coal workings exist around The Hawthorns.</p> <p>Site SHREW114: Site includes 2 Listed Buildings (Grade II and Grade II*) also potential for medieval or earlier settlement remains associated with shrunken settlement of Sutton.</p>
Biodiversity	<p><u>Land south of Oteley Road</u></p> <p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> ▪ Extended Phase 1 ▪ Bats ▪ Reptiles <p>The site is not in, adjacent to or within buffer zones of a designated site.</p> <p>The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated site, refer to HRA report.</p> <p><u>Land north of Oteley Road:</u></p> <p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> • Extended Phase 1 • Bats • Reptiles <p>The site is adjacent to LNR.</p> <p>The site is also adjacent to an Environmental Network and any development would be expected to contribute to protecting, enhancing, expanding or connecting this Network in line with Policy CS17.</p> <p>The site is within 10km of European designated site, refer to HRA report.</p> <p><u>Land off Thieves Lane</u></p> <p>There are no known protected species on site but the following surveys will be needed before development could commence;</p> <ul style="list-style-type: none"> • Extended Phase 1 • Bats • Great Crested Newts • Water voles • Reptiles • Otter <p>The site is within an Environmental Network and any development should not create barriers or sever links between dependant sites in this Network in line with Policy</p>

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	CS17.
Trees	Limited tree and hedgerow constraints
Environmental Health	<u>Land South of Oteley Road/Off Thieves Lane</u> Site close to Bayston Hill quarry: noise, vibration and dust issues. Also borders main A5 bypass - noise issues from road traffic throughout day and night. Acceptable but with noise protection required.
Drainage: Watercourse flooding	Watercourses (Rea and Money Brooks) run through the site and the Surface Water Management Interim Guidance for Developers requires modelling to assess the extent of any flooding which may occur. Some water courses have already been modelled but where no data exists, the issue will be needed to be addressed at either the planning brief or planning application stage. Site SHREW107: No watercourse flooding has been recorded and 3 flood events have been reported by members of the public to the Flood Forum. 3.50% of the site is in Flood Zone 3a and 0.41% of the site is in Flood Zone 3b. Site SHREW114: Historically 1.37% of site floods and 1 flood event has been reported by a member of the public to the Flood Forum. 2.21% of the site is in Flood Zone 3a and 2.21% is in Flood Zone 3b.
Drainage: Surface water flooding	SHREW107: Less than 10% of the site is susceptible to surface water flooding. SHREW114: Less than 10% of the site is susceptible to surface water flooding. SHREW127: Less than 10% of the site is susceptible to surface water flooding.
Drainage: Groundwater flooding	Most: There is a low risk of groundwater flooding (less than 25% of the site is recorded as being susceptible). SHREW029: There is a medium risk of groundwater flooding (between 25 and 50% of the site is recorded as being susceptible).
Drainage: Suitability for SUDS	Policy CS18 requires all developments to include appropriate Sustainable Drainage Systems (SUDS). Infiltration or attenuation depending on site characteristics, and not in any SPZ.
Countryside	No comments received
Environment Agency	<u>Land north of Oteley Road:</u> Further assessment/modelling would be needed to support any allocation to ascertain how much of the site is developable, or there is an unmapped small watercourse. Rea Brook FZ3 in north of site and unmodelled ordinary watercourse running through site. Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.
Community consultation response	Core Strategy Issues and Options stage consultation response: 11% first preference, 31% 2nd preference (but skewed by multiple identical responses by a single agent). Comments from agent that clear from evidence base that is best location for growth in the town - identified as suitable for both housing and employment use, with no major constraints, and can provide for a range of needs as part of a comprehensive scheme without the need to break into new areas of countryside, close to existing green infrastructure and access network which can be enhanced. SAMDev Plan Issues and Options Consultation responses for Shrewsbury included representations supporting specific sites from their promoters, objections in a number of cases to particular sites/directions of growth (particularly from local residents and residents groups including with regard to Pengrove, Meole village, and 'south, south-west and west of Shrewsbury', with some reference to the Nobold area), support for infilling and use of brownfield sites where possible, opposition to

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	<p>development beyond the bypasses, support for the need to maintain a gap to Bayston Hill, and comment on the need to allow for buffer areas to major roads. Shrewsbury Town Council commented that the next areas for development after the urban extensions should be in the Radbrook Road/Longden Road area of the town, expressed preference for development on brownfield over greenfield land, referred to the importance of maintaining green corridors and protecting green spaces and stated that buffers should be created between the A5 and any future housing development in that area.</p> <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
<p>Statutory bodies responses to date</p>	<p>None specific to this site</p>

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) for SHREW028 is positive for access to bus transport, four out of the five key amenities and facilities and flood risk. The assessment is negative for access to a primary school and a local park or garden, proximity to a Wildlife Site, agricultural land quality and also shows that part of the site was used as a landfill site in the past. All other sustainability objectives are neutral. The overall sustainability of the site is thus judged to be poor.

The Stage 2a assessment (sustainability appraisal) for SHREW029 is positive for access to bus transport, three out of the five key amenities and facilities, landscape sensitivity (which is low) and flood risk. It is negative for access to a primary school, a local park or garden and a young person's recreational facility. All other sustainability objectives are neutral. The overall sustainability of the site is thus judged to be fair.

The Stage 2a assessment (sustainability appraisal) for SHREW077 is positive for access to bus transport, 1 out of the five key amenities and facilities nearby and low risk of flooding. It is negative for access to a primary school, lack of access to 4 key amenities and facilities, The site is neutral for all other sustainability appraisal objectives.

The Stage 2a assessment (sustainability appraisal) for SHREW107 is positive for access to bus transport, four out of the five key amenities and facilities nearby. Landscape character varies throughout the site. Flood risk varies with a small western section of the site having low and high flood risk with no land contamination issues or habitat or geological designations. It is negative for access to the primary school, 2 key amenities and facilities. The site is neutral for all other sustainability appraisal objectives.

The Stage 2a assessment (sustainability appraisal) for SHREW114 is positive for access to bus transport, three out of the five key amenities and facilities nearby. Flood risk varies with a small northern section of the site having low and high flood risk. It is negative for access to the primary school, the site is located on an area of natural or semi natural space, lacks 2 key amenities and facilities, within a 100m buffer of LNR and over half the site has Tree Preservation Orders. The site is neutral for all other sustainability appraisal objectives.

The Stage 2a assessment (sustainability appraisal) for SHREW127 is positive for access to bus transport, three out of the five key amenities and facilities nearby. It is negative for access to the primary school, lacks 2 key amenities and facilities, on Grade 3 agricultural land and the western part of site is within a 250m buffer zone of a historic landfill site. The site is neutral for all other sustainability appraisal objectives.

Shrewsbury Submission

The area was identified as a strategic location for development in the Core Strategy because it performs particularly well for employment and commercial development linked to its good road accessibility, and it has capacity to deliver major housing development and to enhance the Rea Brook Valley as a major element of the town's green infrastructure. Although there are environmental considerations affecting parts of the area, such as the flood risk and ecological value of the Rea Brook Valley, and there will be a need for noise mitigation measures with regard to the A5 trunk road, careful masterplanning and design provides the means to achieve a sustainable urban extension delivering strategic benefits. Development can be integrated with existing infrastructure and would be a continuation of development in the area.

Conclusion

Potential windfall site	
Realistic site	Yes

Recommendation

Preferred option	Yes. Formal allocation of land to be brought forward as Shrewsbury South Sustainable Urban Extension. Development to be in accordance with the masterplan to be adopted for the comprehensively planned, integrated and phased development of the SUE, to include approximately 900 dwellings, expansion of Shrewsbury Business Park (4 ha.) and a new strategic employment site on land adjoining the Football Stadium (22 ha.), a new local centre combined with relocated Garden Centre off Oteley Road, major green infrastructure areas, including the Rea Brook Valley, significant contributions to A5 junction improvements, local highway network improvements and sustainable transport measures, and major landscape buffers.
Allocation in Final Plan	Yes, Development to be in accordance with the masterplan to be adopted for the comprehensively planned, integrated and phased development of the SUE, to include provision of a new strategic employment site south and east of the Football Stadium (22ha.) and Phase 3 of Shrewsbury Business Park off Thieves Lane (4ha.).

Shrewsbury Submission

Site Ref: ELR006 (SHREW095)	Site Name: Land north of ABP, Battlefield Road, Shrewsbury
Size (ha)	6
Indicative capacity	Industrial/office
General location	North of town centre, E of Shrewsbury – Crewe railway line and W of Battlefield Rd (A49).
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	n/a
Current use	agriculture
Topography	Relatively flat, falling to the Battlefield Brook in the south
Adjoining land uses and boundary features	Residential (W), railway line (E), Industrial S (ABP) Ring Rd (N)
Local highway capacity/ constraints	Access not currently acceptable, but could be easily achievable based on development scale. Seek contribution for signalled junction.
Other critical infrastructure constraints¹	<ul style="list-style-type: none"> • New primary school provision in the western part of Shrewsbury • Phase 6 & 8 of the Shropshire Groundwater scheme to support increased abstractions for drinking water • Sewer network upgrades in the town centre • Phase 3 Coleham Flood Defence Scheme • Upgrades to Shrewsbury Grid Supply Point • New primary substation at Spring Gardens • Shrewsbury – Harlescote 33kV electricity circuit reinforcement • Weir Hill / Roushill 33kV electricity group reinforcement • Additional electricity reinforcements for employment land • Oxon Link Road • Upgrade of A5/A49 Preston Boats junction • Upgrade of A5/A5064 Emstrey junction • Upgrade of A5/A5112/A49 Dobbies Junction • Upgrade of A5/A488 Edgebold junction • Upgrade of A5/A458 Churncote junction • Improvements to Oteley Road • Strategic cycle and pedestrian links to Shrewsbury South Sustainable Urban Extension • Junction capacity and local highway network capacity improvements • Car and cycle parking for new developments • Bus infrastructure improvements
Inherent landscape character²	<p>Shrewsbury 14: Landscape sensitivity medium/low</p> <p>The area is fairly enclosed by the distributor road with its associated landscape treatment to the north, linear development to the east and commercial development to the south. Generally the area is of low sensitivity although the stream corridor along the southern boundary may have some conservation value and is of higher sensitivity.</p> <p>Employment capacity high/medium</p> <p>The area has capacity for employment uses with the distributor road to the north and a clear boundary to development. The stream corridor to the south should be retained as far as possible to act as a green corridor with some</p>

Shrewsbury Submission

Site Ref: ELR006 (SHREW095)	Site Name: Land north of ABP, Battlefield Road, Shrewsbury
	nature conservation value.
Planning history or designations	Northern and central areas of site are in countryside (CS5) East of site is residential frontage to Battlefield Road Southern area within settlement and adjoins established employment area with ABP abattoir (Class B2) Close to historic battlefield (CS17)
Land ownership, land agreements and delivery statements	Promoted on behalf of landowner.
Access to services/employment areas	Close to food superstore/park and ride site, Sundorne Retail Park, and Battlefield Enterprise Park/Lancaster Road Business Park. Primary school at Featherbed Lane and secondary school at Sundorne.
Other constraints	Railway elevated above site on western edge. ABP plant and flood risk linked to Battlefield Brook to south. Existing residential and commercial uses fronting Battlefield Road. Electricity pylons across northern tip of site.
General site related benefits	Scope to provide employment as well as housing land.
Transport and Highways related benefits	n/a
Strategic fit	BE Group conclude that the allocation of an additional 35 ha of employment land in Shrewsbury is a high priority, but this is caveated by the suggestion that finding only an element, perhaps 10-15 ha, of the total of 35 ha is an immediate priority. This 10-15 ha needs to be for general industrial uses, as this is what is lacking in the town. The remainder of the land is expected to provide the successor to Shrewsbury Business Park. Where preferred sites in Shrewsbury might not come forward for general industrial uses, the scale of provision in north Shrewsbury might be given further consideration. In addition to land within the proposed SUE's, BE Group recommend allocation of Land west of Livestock Market, Battlefield Road (ELR008) and Land north of Livestock Market/ Loosemores Reclamation Yard, Battlefield Road (ELR009).
Other relevant information	Not Serviced Availability 1-3 years

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Likely impact on setting of Registered Battlefield
Biodiversity	Protected species known to be present nearby Survey required for bats, newts, voles, reptiles Adjacent to Environmental network with enhancement potential
Trees	Limited tree constraints
Environmental Health	Land close to established residential developments - potential to create noise and light nuisance from estate activities - including early morning vehicle movements. AVOID development as industrial or distribution site. OK for offices
Drainage: Watercourse flooding	Watercourse on site: 18% in Flood Zone 3
Drainage: Surface water flooding	ASTSWF Site Less 17.5%
Drainage: Groundwater flooding	<25% of the site is susceptible to groundwater flooding
Drainage:	Highly permeable geology and not in any SPZ

Shrewsbury Submission

Suitability for SUDS	
Countryside	n/a
Environment Agency	Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.

Community consultation response	<ul style="list-style-type: none"> • Support for infill and brownfield development within the current development boundary; • A variety of directions for future development are supported, particularly North of the town to reflect local availability of employment, and West or South-West within the bypass, subject to access; • Strong resistance to development which would undermine the existing countryside buffer between Shrewsbury and Bayston Hill to the South; • Support for proposed sustainable urban extensions to South and West. <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	n/a

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport and 1 out of the five key amenities and facilities nearby. It is negative for access to 4 key amenities and facilities, the site is on grade 3 agricultural land, part of the site is at high/medium risk of flooding and is within 250m of an existing waste management operation. The site is neutral for all other sustainability appraisal objectives.

The site is a well contained site in the existing built up area of the town. The existing uses/features which abut the site, particularly the ABP plant, the Battlefield Brook, and the railway line (with Vanguard Way/Battlefield Enterprise Park) to the west all constrain the potential development of the site, but it is considered that the way forward is to tackle these through careful planning of land uses, access point(s) and boundary treatments for the site. In particular, the southern part of the site should include a significant buffer to the ABP plant, partly through a green corridor linked to the Battlefield Brook and partly through employment land use/development (3 hectares). The housing yield from the remaining land will need to reflect the need for further buffer areas – a figure of 100 houses is put forward indicatively, but this requires further consideration as concept masterplanning for the site progresses. The presence of great crested newts in a pond within 100 metres, albeit one to the west of the railway line, means that a survey of the proposed site would be required. Which could lead to mitigation measures being needed.

Conclusion

Potential windfall site	n/a
Realistic site	Yes, provided constraints satisfactorily addressed through planning of development.

Recommendation

Preferred option	Yes, for approximately 100 houses and 3 hectares of employment land, subject to appropriate buffer areas and a green corridor linked to the Battlefield Brook, any additional ecological mitigation measures required, and an acceptable access point(s).
Allocation in Final Plan	Yes, development of southern part of site adjoining ABP premises, subject to a new access off Battlefield Road and flood mitigation in relation to the Battlefield Brook.

Shrewsbury Submission

Site Ref: ELR007 (SHREW106)	Site Name: Land at Lion Coppice, A49/A53 Roundabout, Shrewsbury
Size (ha)	2
Indicative capacity	Industrial/office
General location	North of town centre, between A49 bypass and Battlefield Rd south of A53-A49 roundabout.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	n/a
Current use	agriculture
Topography	Mostly level
Adjoining land uses and boundary features	Residential (SW), A49 / A53 roundabout (N),A49 bypass (E)
Local highway capacity/ constraints	Access not currently acceptable, maybe achievable if full site was developed Access via A53 and possible link through to battle market. Possible improvement to battlefield roundabout
Other critical infrastructure constraints¹	<ul style="list-style-type: none"> • New primary school provision in the western part of Shrewsbury • Phase 6 & 8 of the Shropshire Groundwater scheme to support increased abstractions for drinking water • Sewer network upgrades in the town centre • Phase 3 Coleham Flood Defence Scheme • Upgrades to Shrewsbury Grid Supply Point • New primary substation at Spring Gardens • Shrewsbury – Harlescote 33kV electricity circuit reinforcement • Weir Hill / Roushill 33kV electricity group reinforcement • Additional electricity reinforcements for employment land • Oxon Link Road • Upgrade of A5/A49 Preston Boats junction • Upgrade of A5/A5064 Emstrey junction • Upgrade of A5/A5112/A49 Dobbies Junction • Upgrade of A5/A488 Edgebold junction • Upgrade of A5/A458 Churncote junction • Improvements to Oteley Road • Strategic cycle and pedestrian links to Shrewsbury South Sustainable Urban Extension • Junction capacity and local highway network capacity improvements • Car and cycle parking for new developments • Bus infrastructure improvements
Inherent landscape character²	<p>Shrewsbury Site 13: Landscape sensitivity medium/low</p> <p>The area is in gently undulating countryside with limited views and lies adjacent to the bypass. It is currently down to grassland and has a power line running across it. The northern triangle is an important gateway site to Shrewsbury from the north and faces existing development across the roundabout which is located in open countryside. There is an attractive and visually important area of woodland to the east. The area to the south has already been developed for housing.</p> <p>Employment capacity medium</p> <p>The northern triangular area may be appropriate for an attractive commercial gateway development to a high standard. The area to the south</p>

Shrewsbury Submission

Site Ref: ELR007 (SHREW106)	Site Name: Land at Lion Coppice, A49/A53 Roundabout, Shrewsbury
	is inappropriate for employment uses due to its location adjacent to existing housing.
Planning history or designations	Outside of settlement boundary Site adjoins Lion Coppice ancient woodland (CS17) Site accommodates high voltage power lines with single pylon located within south western boundary of site
Land ownership, land agreements and delivery statements	Promoted on behalf of landowner.
Access to services/employment areas	Good access to local amenities and nearby employment areas
Other constraints	Irregularly shaped site adjacent to housing on road frontage
General site related benefits	n/a
Transport and Highways related benefits	n/a
Strategic fit	BE Group conclude that the allocation of an additional 35 ha of employment land in Shrewsbury is a high priority, but this is caveated by the suggestion that finding only an element, perhaps 10-15 ha, of the total of 35 ha is an immediate priority. This 10-15 ha needs to be for general industrial uses, as this is what is lacking in the town. The remainder of the land is expected to provide the successor to Shrewsbury Business Park. Where preferred sites in Shrewsbury might not come forward for general industrial uses, the scale of provision in north Shrewsbury might be given further consideration.
Other relevant information	Not Serviced Availability 1-3 years

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Likely impact on setting of Registered Battlefield
Biodiversity	Protected species known to be present nearby Survey required for bats, newts, reptiles Opportunity for Environmental network enhancement
Trees	Limited tree constraints
Environmental Health	n/a
Drainage: Watercourse flooding	Watercourse on site
Drainage: Surface water flooding	Some surface water flood risk (18% of site More zone)
Drainage: Groundwater flooding	<25% of the site is susceptible to groundwater flooding
Drainage: Suitability for SUDS	Highly permeable geology and not in any SPZ
Countryside	n/a
Environment Agency	Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.

Community consultation	<ul style="list-style-type: none"> Support for infill and brownfield development within the current
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Shrewsbury Submission

response	<p>development boundary;</p> <ul style="list-style-type: none"> • A variety of directions for future development are supported, particularly North of the town to reflect local availability of employment, and West or South-West within the bypass, subject to access; • Strong resistance to development which would undermine the existing countryside buffer between Shrewsbury and Bayston Hill to the South; • Support for proposed sustainable urban extensions to South and West. <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	n/a

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) is positive for access to bus transport and low risk of flooding. It is negative for access to all 5 key amenities and facilities, access to a primary school and the site is on grade 3 agricultural land. The site is neutral for all other sustainability appraisal objectives.

Conclusion

Potential windfall site	n/a
Realistic site	Yes

Recommendation

Preferred option	Yes - subject to satisfactory access off Battlefield Road
Allocation in Final Plan	Yes, development of site adjoining A49/A53 junction for employment uses on gateway site, subject to satisfactory access off Battlefield Road.

Shrewsbury Submission

Site Ref: ELR008	Site Name: Land west of Livestock Market, Battlefield Road, Shrewsbury
Size (ha)	5
Indicative capacity	Industrial/office
General location	North of town centre, E of Shrewsbury – Crewe railway line and W of Battlefield Rd (A49), north of A53-A49 roundabout.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	n/a
Current use	agriculture
Topography	Mostly level
Adjoining land uses and boundary features	Residential (S – across A6124), railway line (W), Livestock Market (E)
Local highway capacity/constraints	Access not currently acceptable, but could be easily achievable based on development scale Seek upgrade of existing roundabout junction. Possible improvement to battlefield roundabout
Other critical infrastructure constraints¹	<ul style="list-style-type: none"> • New primary school provision in the western part of Shrewsbury • Phase 6 & 8 of the Shropshire Groundwater scheme to support increased abstractions for drinking water • Sewer network upgrades in the town centre • Phase 3 Coleham Flood Defence Scheme • Upgrades to Shrewsbury Grid Supply Point • New primary substation at Spring Gardens • Shrewsbury – Harlescote 33kV electricity circuit reinforcement • Weir Hill / Roushill 33kV electricity group reinforcement • Additional electricity reinforcements for employment land • Oxon Link Road • Upgrade of A5/A49 Preston Boats junction • Upgrade of A5/A5064 Emstrey junction • Upgrade of A5/A5112/A49 Dobbies Junction • Upgrade of A5/A488 Edgebold junction • Upgrade of A5/A458 Churncote junction • Improvements to Oteley Road • Strategic cycle and pedestrian links to Shrewsbury South Sustainable Urban Extension • Junction capacity and local highway network capacity improvements • Car and cycle parking for new developments • Bus infrastructure improvements
Inherent landscape character²	No site specific assessment, but moderate general sensitivity
Planning history or designations	Outside of settlement boundary Close to historic battlefield (CS17) Adjoins areas at risk of flooding from watercourse (CS18)
Land ownership, land agreements and delivery statements	Promoted on behalf of landowner.
Access to services/employment areas	Good access to local amenities and nearby employment areas
Other constraints	Site in two plots, separated by access road leading to Grade II* listed St

Shrewsbury Submission

Site Ref: ELR008	Site Name: Land west of Livestock Market, Battlefield Road, Shrewsbury
	Mary Magdalene church Offsite drainage improvements required as peak discharge from watercourse on southern plot affects A49
General site related benefits	n/a
Transport and Highways related benefits	n/a
Strategic fit	BE Group conclude that the allocation of an additional 35 ha of employment land in Shrewsbury is a high priority, but this is caveated by the suggestion that finding only an element, perhaps 10-15 ha, of the total of 35 ha is an immediate priority. This 10-15 ha needs to be for general industrial uses, as this is what is lacking in the town. The remainder of the land is expected to provide the successor to Shrewsbury Business Park. Where preferred sites in Shrewsbury might not come forward for general industrial uses, the scale of provision in north Shrewsbury might be given further consideration.
Other relevant information	Not Serviced Availability 1-3 years

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Likely impact on setting of Registered Battlefield
Biodiversity	Protected species known to be present nearby Survey required for bats, newts, reptiles Adjacent to Environmental network with enhancement potential
Trees	Trees & hedgerows will be a minor constraint. Boundary hedgerows and occasional mature trees
Environmental Health	n/a
Drainage: Watercourse flooding	Watercourse on site
Drainage: Surface water flooding	n/a
Drainage: Groundwater flooding	<25% of the site is susceptible to groundwater flooding
Drainage: Suitability for SUDS	Highly permeable geology and not in any SPZ
Countryside	n/a
Environment Agency	n/a

Community consultation response	<ul style="list-style-type: none"> • Support for infill and brownfield development within the current development boundary; • A variety of directions for future development are supported, particularly North of the town to reflect local availability of employment, and West or South-West within the bypass, subject to access; • Strong resistance to development which would undermine the existing countryside buffer between Shrewsbury and Bayston Hill to the South; • Support for proposed sustainable urban extensions to South and West. <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	n/a

Shrewsbury Submission

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) scores the site negatively for potential impacts on the setting of a Scheduled Ancient Monument (Battlefield Church), Ancient woodland and high quality agricultural land. The site is within the buffer zone for an historic landfill at Upper Battlefield. The site scores positively for access to bus routes and for low flood risk. Overall sustainability of the site for employment is judged to be fair.

More detailed assessment highlights the likely impact on the setting of a Registered Battlefield and the fact that protected species are known to be present nearby. The site is in two plots, separated by access road leading to Grade II* listed St Mary Magdalene church. Offsite drainage improvements would be required as peak discharge from watercourse on southern plot affects the A49. However alternative sites benefit from a better strategic location which would avoid these issues.

Conclusion

Potential windfall site	n/a
Realistic site	Yes

Recommendation

Preferred option	No – better alternative sites are available in a less sensitive context.
Allocation in Final Plan	No

Shrewsbury Submission

Site Ref: ELR009	Site Name: Land north of Livestock Market- Loosemores Reclamation Yard Battlefield Rd
Size (ha)	6
Indicative capacity	Industrial/office
General location	North of town centre, E of Battlefield Rd (A49), north of A53-A49 roundabout.
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	n/a
Current use	agriculture
Topography	Level
Adjoining land uses and boundary features	Livestock Market (SW); Waste management & recycling (W); residential (N), There is a dwelling to the immediate SW of the site (Bradnor Lodge)
Local highway capacity/ constraints	Access not currently acceptable, maybe achievable if full site was developed Access via A53 and possible link through to market. Possible improvement to battlefield roundabout
Other critical infrastructure constraints¹	<ul style="list-style-type: none"> • New primary school provision in the western part of Shrewsbury • Phase 6 & 8 of the Shropshire Groundwater scheme to support increased abstractions for drinking water • Sewer network upgrades in the town centre • Phase 3 Coleham Flood Defence Scheme • Upgrades to Shrewsbury Grid Supply Point • New primary substation at Spring Gardens • Shrewsbury – Harlescote 33kV electricity circuit reinforcement • Weir Hill / Roushill 33kV electricity group reinforcement • Additional electricity reinforcements for employment land • Oxon Link Road • Upgrade of A5/A49 Preston Boats junction • Upgrade of A5/A5064 Emstrey junction • Upgrade of A5/A5112/A49 Dobbies Junction • Upgrade of A5/A488 Edgebold junction • Upgrade of A5/A458 Churncote junction • Improvements to Oteley Road • Strategic cycle and pedestrian links to Shrewsbury South Sustainable Urban Extension • Junction capacity and local highway network capacity improvements • Car and cycle parking for new developments • Bus infrastructure improvements
Inherent landscape character²	No site specific assessment, but moderate general sensitivity
Planning history or designations	Outside Development Boundary
Land ownership, land agreements and delivery statements	Not promoted and may now be unavailable for development
Access to services/employment areas	Good access to local amenities and nearby employment areas
Other constraints	Watercourse on southern area drains into culvert under A49

Shrewsbury Submission

Site Ref: ELR009	Site Name: Land north of Livestock Market- Loosemores Reclamation Yard Battlefield Rd
General site related benefits	n/a
Transport and Highways related benefits	n/a
Strategic fit	BE Group conclude that the allocation of an additional 35 ha of employment land in Shrewsbury is a high priority, but this is caveated by the suggestion that finding only an element, perhaps 10-15 ha, of the total of 35 ha is an immediate priority. This 10-15 ha needs to be for general industrial uses, as this is what is lacking in the town. The remainder of the land is expected to provide the successor to Shrewsbury Business Park. Where preferred sites in Shrewsbury might not come forward for general industrial uses, the scale of provision in north Shrewsbury might be given further consideration.
Other relevant information	Not Serviced Availability 1-3 years

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	Likely impact on setting of Registered Battlefield
Biodiversity	Survey required for bats, newts Adjacent to Environmental network with enhancement potential
Trees	Trees & hedgerows will be a minor constraint. Boundary hedgerows and mature trees. Internal mature trees should be retained by design
Environmental Health	n/a
Drainage: Watercourse flooding	Watercourse within 50m
Drainage: Surface water flooding	n/a
Drainage: Groundwater flooding	n/a
Drainage: Suitability for SUDS	Highly permeable geology and not in any SPZ
Countryside	n/a
Environment Agency	n/a

Community consultation response	<ul style="list-style-type: none"> • Support for infill and brownfield development within the current development boundary; • A variety of directions for future development are supported, particularly North of the town to reflect local availability of employment, and West or South-West within the bypass, subject to access; • Strong resistance to development which would undermine the existing countryside buffer between Shrewsbury and Bayston Hill to the South; • Support for proposed sustainable urban extensions to South and West. <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	n/a

Shrewsbury Submission

Site Assessment Summary

The Stage 2a assessment (sustainability appraisal) scores the site negatively for access to bus routes and potential impacts on Ancient woodland. The site is within the buffer zone for an active waste management site at Upper Battlefield (Loosemoores), although this is unlikely to be a constraint on most types of employment development. The site scores positively for low flood risk. More detailed assessment highlights the likely impact on the setting of a Registered Battlefield. Overall sustainability of the site for employment is judged to be fair.

Conclusion

Potential windfall site	n/a
Realistic site	No – not promoted

Recommendation

Preferred option	No – better alternative sites are available
Allocation in Final Plan	No

Shrewsbury Submission

Site Ref: ELR064	Site Name: Churncote Island Gateway South
Size (ha)	2
Indicative capacity	Industrial/office
General location	West of town centre, east of A5 bypass and south of A488 Welshpool Rd
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	MSA: Sand and Gravel superficial
Current use	agriculture
Topography	Mostly level
Adjoining land uses and boundary features	A5 bypass (W), Welshpool Rd (N), residential approx. 200m E along Welshpool Rd.
Local highway capacity/ constraints	Access not currently acceptable, maybe achievable if full site was developed Access via Oxon relief road. Park and ride site to be relocated
Other critical infrastructure constraints¹	<ul style="list-style-type: none"> • New primary school provision in the western part of Shrewsbury • Phase 6 & 8 of the Shropshire Groundwater scheme to support increased abstractions for drinking water • Sewer network upgrades in the town centre • Phase 3 Coleham Flood Defence Scheme • Upgrades to Shrewsbury Grid Supply Point • New primary substation at Spring Gardens • Shrewsbury – Harlescote 33kV electricity circuit reinforcement • Weir Hill / Roushill 33kV electricity group reinforcement • Additional electricity reinforcements for employment land • Oxon Link Road • Upgrade of A5/A49 Preston Boats junction • Upgrade of A5/A5064 Emstrey junction • Upgrade of A5/A5112/A49 Dobbies Junction • Upgrade of A5/A488 Edgebold junction • Upgrade of A5/A458 Churncote junction • Improvements to Oteley Road • Strategic cycle and pedestrian links to Shrewsbury South Sustainable Urban Extension • Junction capacity and local highway network capacity improvements • Car and cycle parking for new developments • Bus infrastructure improvements
Inherent landscape character²	<p>Shrewsbury Site 22: Landscape sensitivity medium</p> <p>The area consists of pasture enclosed by hedgerows with trees adjacent to a farmstead. It forms part of an attractive countryside approach to Shrewsbury. The area has no public access but is overlooked by adjacent housing and roads which form local noise sources reducing the area's tranquillity. It has a similar character to the wider countryside although is cut off from this by the bypass. The area forms the north western tip of Shrewsbury.</p> <p>Employment capacity low</p> <p>The area has no capacity for employment as the area is visually relatively unspoilt countryside with adjacent residential land use.</p>
Planning history or	Outside of settlement boundary

Shrewsbury Submission

Site Ref: ELR064	Site Name: Churncote Island Gateway South
designations	
Land ownership, land agreements and delivery statements	Promoted on behalf of landowner.
Access to services/employment areas	Good access to strategic route network (A5 / A458 interchange adjacent to West)
Other constraints	n/a
General site related benefits	n/a
Transport and Highways related benefits	n/a
Strategic fit	BE Group conclude that the allocation of an additional 35 ha of employment land in Shrewsbury is a high priority, but this is caveated by the suggestion that finding only an element, perhaps 10-15 ha, of the total of 35 ha is an immediate priority. This 10-15 ha needs to be for general industrial uses, as this is what is lacking in the town. The remainder of the land is expected to provide the successor to Shrewsbury Business Park. Where preferred sites in Shrewsbury might not come forward for general industrial uses, the scale of provision in north Shrewsbury might be given further consideration.
Other relevant information	Not Serviced

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	n/a
Biodiversity	Survey required for bats, newts, reptiles Adjacent to Environmental network with opportunity for enhancement
Trees	Trees & hedgerows will be a moderate/ significant constraint. Boundary and internal hedgerows and mature trees.
Environmental Health	n/a
Drainage: Watercourse flooding	Watercourse on site 10% flood zone 2
Drainage: Surface water flooding	n/a
Drainage: Groundwater flooding	>= 75% of the site is susceptible to groundwater flooding
Drainage: Suitability for SUDS	Highly permeable geology and suitable for infiltration SUDS, but some consideration will need to be given
Countryside	n/a
Environment Agency	Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.

Community consultation response	<ul style="list-style-type: none"> • Support for infill and brownfield development within the current development boundary; • A variety of directions for future development are supported, particularly North of the town to reflect local availability of employment, and West or South-West within the bypass, subject to access; • Strong resistance to development which would undermine the existing countryside buffer between Shrewsbury and Bayston Hill to the South; • Support for proposed sustainable urban extensions to South and West.
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Shrewsbury Submission

	Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.
Statutory bodies responses to date	n/a

Site Assessment Summary

The area was identified as a strategic location for development in the Core Strategy because it performs relatively well on most assessment criteria and delivers strategic benefits in terms of improvement of the town's major road network and scope for employment development. There are some landscape sensitivity issues, particularly for employment development, but the proposal for the construction of a link road from the A5 Churncote Island to Holyhead Road significantly changes the context for this. The proposed development becomes a completion of an existing partially developed area. The areas proposed for employment development are logical in terms of being an extension to the existing Oxon Business Park and health/care development off Clayton Way, and a potential gateway site for commercial/business uses by the A5 Churncote Island. There are issues of protection of existing trees, hedges and woodland to be addressed in masterplanning of development, as do groundwater protection requirements and through mitigation measures.

The Stage 2a assessment (sustainability appraisal) scores the site negatively for potential impacts on high quality agricultural land. The site is within the buffer zone of an historic landfill site. The site scores positively for access to bus routes and low flood risk. More detailed assessment revises landscape sensitivity to 'medium' and suggests only low capacity for employment uses. The site is readily accessible from the strategic route network. Overall sustainability of the site for employment is judged to be fair.

Conclusion

Potential windfall site	n/a
Realistic site	Yes

Recommendation

Preferred option	Yes – as part of Shrewsbury West SUE
If Yes, Key Development Issues from Assessment	<ul style="list-style-type: none"> • Impact on protected species; • Potential for environmental network enhancement; • The presence of mature trees on the site will be a design constraint; • Groundwater management issues.
Allocation in Final Plan	Yes, Development to be in accordance with the masterplan to be adopted for the comprehensively planned, integrated and phased development of the SUE, to include the provision of extension to Oxon Business Park, a gateway employment development on land by the Churncote Island, and land for additional health/care development/expansion of existing businesses off Clayton Way.

Shrewsbury Submission

Site Ref: ELR067	Site Name: Oxon Business Park Extension
Size (ha)	4
Indicative capacity	Industrial/office
General location	North of Oxon Business Park and south of line of proposed Oxon relief road
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	MSA: Sand and Gravel superficial
Current use	agriculture
Topography	Relatively flat/undulating in places. Oxon Pool to north.
Adjoining land uses and boundary features	Shropshire Hospice (N) , park & ride (SW), A5 (NE) Oxon Business Park (S)
Local highway capacity/ constraints	Access acceptable
Other critical infrastructure constraints¹	<ul style="list-style-type: none"> • New primary school provision in the western part of Shrewsbury • Phase 6 & 8 of the Shropshire Groundwater scheme to support increased abstractions for drinking water • Sewer network upgrades in the town centre • Phase 3 Coleham Flood Defence Scheme • Upgrades to Shrewsbury Grid Supply Point • New primary substation at Spring Gardens • Shrewsbury – Harlescote 33kV electricity circuit reinforcement • Weir Hill / Roushill 33kV electricity group reinforcement • Additional electricity reinforcements for employment land • Oxon Link Road • Upgrade of A5/A49 Preston Boats junction • Upgrade of A5/A5064 Emstrey junction • Upgrade of A5/A5112/A49 Dobbies Junction • Upgrade of A5/A488 Edgebold junction • Upgrade of A5/A458 Churncote junction • Improvements to Oteley Road • Strategic cycle and pedestrian links to Shrewsbury South Sustainable Urban Extension • Junction capacity and local highway network capacity improvements • Car and cycle parking for new developments • Bus infrastructure improvements
Inherent landscape character²	<p>Shrewsbury Site 19: Landscape sensitivity medium</p> <p>The area consists are of a series of small meadow or pasture fields with fairly strong tree cover on boundaries. It serves a function as a green gap between the urban edge and the Oxon Hall leisure development and a hospice which has reduced the rural character of the area to the north. The area is overlooked by housing on the urban edge and bounds a significant area of commercial development which is relatively discreetly located.</p> <p>Employment capacity medium/low</p> <p>At present the area may have some very limited capacity for employment uses providing this does not close the gap between the settlement and Oxon Hall. However, if the north western bypass is implemented this will reduce the area's tranquillity and affect its role as a gap. Providing the setting of the</p>

Shrewsbury Submission

Site Ref: ELR067	Site Name: Oxon Business Park Extension
	hospice is retained and enhanced and views from the north are screened the area may be suitable for a mix of housing and commercial development, dependent on adjacent land uses.
Planning history or designations	Outside settlement boundary
Land ownership, land agreements and delivery statements	Promoted on behalf of landowner.
Access to services/employment areas	Peripheral site, but good access to neighbourhood services and facilities
Other constraints	Proximity to Hospice.
General site related benefits	n/a
Transport and Highways related benefits	n/a
Strategic fit	BE Group conclude that the allocation of an additional 35 ha of employment land in Shrewsbury is a high priority, but this is caveated by the suggestion that finding only an element, perhaps 10-15 ha, of the total of 35 ha is an immediate priority. This 10-15 ha needs to be for general industrial uses, as this is what is lacking in the town. The remainder of the land is expected to provide the successor to Shrewsbury Business Park. Where preferred sites in Shrewsbury might not come forward for general industrial uses, the scale of provision in north Shrewsbury might be given further consideration.
Other relevant information	Not Serviced

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	n/a
Biodiversity	Survey required for bats, newts, voles, reptiles, otter Within Environmental network with opportunity for enhancement
Trees	TREES & HEDGEROWS WILL BE A SIGNIFICANT CONSTRAINT - Hedgerows & a few mature individual trees on site boundaries , a significant block of woodland (TPO worthy) alongside north side of the bypass bridge should not be touched to allow access into small section SE of the bridge. (SC freehold)
Environmental Health	n/a
Drainage: Watercourse flooding	n/a
Drainage: Surface water flooding	n/a
Drainage: Groundwater flooding	>= 75% of the site is susceptible to groundwater flooding
Drainage: Suitability for SUDS	Highly permeable geology and suitable for infiltration SUDS, but some consideration will need to be given to groundwater protection
Countryside	Part of this parcel, an area just north of the caravan site takes in Oxon Pool owned by SC managed by Estates advised by Outdoor Recreation Team. The site is public open space and is used by local people and visitors to the caravan park. The site is designated as a County Wildlife Site and represents areas of UK BAP priority habitat (Ponds and Wet Woodland). large parts of the site are low lying marginal marsh and fen, a UK Biodiversity Action Plan priority habitat (UKBAP)

Shrewsbury Submission

Comments from internal consultees, plus Environment Agency site specific comments	
Environment Agency	Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.
Community consultation response	<ul style="list-style-type: none"> • Support for infill and brownfield development within the current development boundary; • A variety of directions for future development are supported, particularly North of the town to reflect local availability of employment, and West or South-West within the bypass, subject to access; • Strong resistance to development which would undermine the existing countryside buffer between Shrewsbury and Bayston Hill to the South; • Support for proposed sustainable urban extensions to South and West. <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	n/a

Site Assessment Summary

The area was identified as a strategic location for development in the Core Strategy because it performs relatively well on most assessment criteria and delivers strategic benefits in terms of improvement of the town's major road network and scope for employment development. There are some landscape sensitivity issues, particularly for employment development, but the proposal for the construction of a link road from the A5 Churncote Island to Holyhead Road significantly changes the context for this. The proposed development becomes a completion of an existing partially developed area. The areas proposed for employment development are logical in terms of being an extension to the existing Oxon Business Park and health/care development off Clayton Way, and a potential gateway site for commercial/business uses by the A5 Churncote Island. There are issues of protection of existing trees, hedges and woodland to be addressed in masterplanning of development, as do groundwater protection requirements and through mitigation measures.

The Stage 2a assessment (sustainability appraisal) scores the site negatively for potential impacts on high quality agricultural land. The site is within the buffer zone of a current licensed waste management site (Severn Trent at Oxon). The site scores positively for access to bus routes, low general landscape sensitivity and low flood risk. More detailed assessment revises landscape sensitivity to 'medium', but this must be viewed in the context of the wider development proposed. Trees & hedgerows will be a significant development constraint. Overall sustainability of the site for employment is judged to be fair.

Conclusion

Potential windfall site	n/a
Realistic site	Yes

Recommendation

Preferred option	Yes – as part of Shrewsbury West SUE
If Yes, Key Development Issues	<ul style="list-style-type: none"> • Impact on protected species; • Potential for environmental network enhancement;

Shrewsbury Submission

from Assessment	<ul style="list-style-type: none">• The presence of mature trees on the site will be a design constraint;• Groundwater management issues.
Allocation in Final Plan	Yes, Development to be in accordance with the masterplan to be adopted for the comprehensively planned, integrated and phased development of the SUE, to include the provision of extension to Oxon Business Park, a gateway employment development on land by the Churncote Island, and land for additional health/care development/expansion of existing businesses off Clayton Way.

Shrewsbury Submission

Site Ref: ELR068	Site Name: Land North of Oxon Link Rd
Size (ha)	10
Indicative capacity	Industrial/office
General location	North of Oxon Business Park and proposed Oxon Relief Rd, adjacent to Shropshire hospice
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	MSA: Sand and Gravel superficial
Current use	agriculture
Topography	Relatively flat/undulating in places. Oxon Pool to north.
Adjoining land uses and boundary features	A5 (E), Oxon Business Park and proposed Relief Rd (S), Caravan Park (W)
Local highway capacity/ constraints	Access acceptable
Other critical infrastructure constraints¹	<ul style="list-style-type: none"> • New primary school provision in the western part of Shrewsbury • Phase 6 & 8 of the Shropshire Groundwater scheme to support increased abstractions for drinking water • Sewer network upgrades in the town centre • Phase 3 Coleham Flood Defence Scheme • Upgrades to Shrewsbury Grid Supply Point • New primary substation at Spring Gardens • Shrewsbury – Harlescote 33kV electricity circuit reinforcement • Weir Hill / Roushill 33kV electricity group reinforcement • Additional electricity reinforcements for employment land • Oxon Link Road • Upgrade of A5/A49 Preston Boats junction • Upgrade of A5/A5064 Emstrey junction • Upgrade of A5/A5112/A49 Dobbies Junction • Upgrade of A5/A488 Edgebold junction • Upgrade of A5/A458 Churncote junction • Improvements to Oteley Road • Strategic cycle and pedestrian links to Shrewsbury South Sustainable Urban Extension • Junction capacity and local highway network capacity improvements • Car and cycle parking for new developments • Bus infrastructure improvements
Inherent landscape character²	<p>Shrewsbury Site 19: Landscape sensitivity medium</p> <p>The area consists are of a series of small meadow or pasture fields with fairly strong tree cover on boundaries. It serves a function as a green gap between the urban edge and the Oxon Hall leisure development and a hospice which has reduced the rural character of the area to the north. The area is overlooked by housing on the urban edge and bounds a significant area of commercial development which is relatively discreetly located.</p> <p>Employment capacity medium/low</p> <p>At present the area may have some very limited capacity for employment uses providing this does not close the gap between the settlement and Oxon Hall. However, if the north western bypass is implemented this will reduce</p>

Shrewsbury Submission

Site Ref: ELR068	Site Name: Land North of Oxon Link Rd
	the area's tranquillity and affect its role as a gap. Providing the setting of the hospice is retained and enhanced and views from the north are screened the area may be suitable for a mix of housing and commercial development, dependent on adjacent land uses.
Planning history or designations	Outside of settlement boundary
Land ownership, land agreements and delivery statements	Promoted on behalf of landowner.
Access to services/employment areas	Peripheral site, but good access to neighbourhood services and facilities
Other constraints	Proximity to Hospice.
General site related benefits	n/a
Transport and Highways related benefits	n/a
Strategic fit	BE Group conclude that the allocation of an additional 35 ha of employment land in Shrewsbury is a high priority, but this is caveated by the suggestion that finding only an element, perhaps 10-15 ha, of the total of 35 ha is an immediate priority. This 10-15 ha needs to be for general industrial uses, as this is what is lacking in the town. The remainder of the land is expected to provide the successor to Shrewsbury Business Park. Where preferred sites in Shrewsbury might not come forward for general industrial uses, the scale of provision in north Shrewsbury might be given further consideration.
Other relevant information	Not Serviced

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	n/a
Biodiversity	Survey required for bats, newts, reptiles Adjacent to Environmental network with opportunity for enhancement
Trees	TREES & HEDGEROWS WILL BE A SIGNIFICANT CONSTRAINT. Mature woodland adjacent pool to west of site and connecting hedgerow should not be developed. Boundary trees and hedgerows to be considered in layout. Fewer constraints in Eastern part of site.
Environmental Health	n/a
Drainage: Watercourse flooding	n/a
Drainage: Surface water flooding	n/a
Drainage: Groundwater flooding	West: $\geq 75\%$ of the site is susceptible to groundwater flooding East: $\geq 50\% < 75\%$ of the site is susceptible to groundwater flooding
Drainage: Suitability for SUDS	West: Highly permeable geology and suitable for infiltration SUDS, but some consideration will need to be given to groundwater protection East: Highly permeable geology but as site is in SPZ1 there is a presumption towards attenuation-based SUD
Countryside	Part of this parcel, an area just north of the caravan site takes in Oxon Pool

Shrewsbury Submission

Comments from internal consultees, plus Environment Agency site specific comments	
	owned by SC managed by Estates advised by Outdoor Recreation Team. The site is public open space and is used by local people and visitors to the caravan park. The site is designated as a County Wildlife Site and represents areas of UK BAP priority habitat (Ponds and Wet Woodland). large parts of the site are low lying marginal marsh and fen, a UK Biodiversity Action Plan priority habitat (UKBAP)
Environment Agency	Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.

Community consultation response	<ul style="list-style-type: none"> • Support for infill and brownfield development within the current development boundary; • A variety of directions for future development are supported, particularly North of the town to reflect local availability of employment, and West or South-West within the bypass, subject to access; • Strong resistance to development which would undermine the existing countryside buffer between Shrewsbury and Bayston Hill to the South; • Support for proposed sustainable urban extensions to South and West. <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	n/a

Site Assessment Summary

The area was identified as a strategic location for development in the Core Strategy because it performs relatively well on most assessment criteria and delivers strategic benefits in terms of improvement of the town's major road network and scope for employment development. There are some landscape sensitivity issues, particularly for employment development, but the proposal for the construction of a link road from the A5 Churncote Island to Holyhead Road significantly changes the context for this. The proposed development becomes a completion of an existing partially developed area. The areas proposed for employment development are logical in terms of being an extension to the existing Oxon Business Park and health/care development off Clayton Way, and a potential gateway site for commercial/business uses by the A5 Churncote Island. There are issues of protection of existing trees, hedges and woodland to be addressed in masterplanning of development, as do groundwater protection requirements and through mitigation measures.

The Stage 2a assessment (sustainability appraisal) scores the site negatively for potential impacts on high quality agricultural land. The site scores positively for access to bus routes, low general landscape sensitivity and low flood risk. Development may provide an opportunity to address a small area of unknown filled ground within the site. More detailed assessment revises landscape sensitivity to 'medium', but this must be viewed in the context of the wider development proposed. Trees & hedgerows will be a significant development constraint. Overall sustainability of the site for employment is judged to be fair.

Conclusion

Potential windfall site	n/a
Realistic site	Yes

Recommendation

Preferred option	Yes – as part of Shrewsbury West SUE
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Shrewsbury Submission

If Yes, Key Development Issues from Assessment	<ul style="list-style-type: none">• Impact on protected species;• Potential for environmental network enhancement;• The presence of mature trees on the site will be a design constraint;• Groundwater management issues.
Allocation in Final Plan	Yes, Development to be in accordance with the masterplan to be adopted for the comprehensively planned, integrated and phased development of the SUE, to include the provision of extension to Oxon Business Park, a gateway employment development on land by the Churncote Island, and land for additional health/care development/expansion of existing businesses off Clayton Way.

Shrewsbury Submission

Site Ref: ELR069	Site Name: Churncote Island Gateway North
Size (ha)	4
Indicative capacity	Industrial/office
General location	West of town centre, east of A5 bypass and north of A488 Welshpool Rd
Brownfield or Greenfield	Greenfield
Site within a Coal Authority Referral Area or a Mineral Safeguarding Area	MSA: Sand and Gravel superficial
Current use	agriculture
Topography	Mostly flat
Adjoining land uses and boundary features	A5 bypass (W), Welshpool Rd (S), residential (E) along Welshpool Rd / Calcott Lane
Local highway capacity/ constraints	Access acceptable
Other critical infrastructure constraints¹	<ul style="list-style-type: none"> • New primary school provision in the western part of Shrewsbury • Phase 6 & 8 of the Shropshire Groundwater scheme to support increased abstractions for drinking water • Sewer network upgrades in the town centre • Phase 3 Coleham Flood Defence Scheme • Upgrades to Shrewsbury Grid Supply Point • New primary substation at Spring Gardens • Shrewsbury – Harlescott 33kV electricity circuit reinforcement • Weir Hill / Roushill 33kV electricity group reinforcement • Additional electricity reinforcements for employment land • Oxon Link Road • Upgrade of A5/A49 Preston Boats junction • Upgrade of A5/A5064 Emstrey junction • Upgrade of A5/A5112/A49 Dobbies Junction • Upgrade of A5/A488 Edgebold junction • Upgrade of A5/A458 Churncote junction • Improvements to Oteley Road • Strategic cycle and pedestrian links to Shrewsbury South Sustainable Urban Extension • Junction capacity and local highway network capacity improvements • Car and cycle parking for new developments • Bus infrastructure improvements
Inherent landscape character²	<p>Shrewsbury Site 21: Landscape sensitivity high/medium</p> <p>The area consists of pasture enclosed by hedgerows with trees adjacent to a farmstead. It forms part of an attractive countryside approach to Shrewsbury. Development on the north side of the A458 to the east is intermittent with green spaces between patches of ribbon development. The area has PROWs running through it and is overlooked by adjacent semi-rural housing.</p> <p>Employment capacity low</p> <p>The area has no capacity for employment as it is part of open countryside and is overlooked and lies adjacent to residential areas.</p>
Planning history or designations	Outside of settlement boundary

Shrewsbury Submission

Site Ref: ELR069	Site Name: Churncote Island Gateway North
Land ownership, land agreements and delivery statements	Promoted on behalf of landowner.
Access to services/employment areas	Peripheral site, but good access to neighbourhood services and facilities
Other constraints	n/a
General site related benefits	n/a
Transport and Highways related benefits	n/a
Strategic fit	BE Group conclude that the allocation of an additional 35 ha of employment land in Shrewsbury is a high priority, but this is caveated by the suggestion that finding only an element, perhaps 10-15 ha, of the total of 35 ha is an immediate priority. This 10-15 ha needs to be for general industrial uses, as this is what is lacking in the town. The remainder of the land is expected to provide the successor to Shrewsbury Business Park. Where preferred sites in Shrewsbury might not come forward for general industrial uses, the scale of provision in north Shrewsbury might be given further consideration.
Other relevant information	Not Serviced

Comments from internal consultees, plus Environment Agency site specific comments	
Heritage	n/a
Biodiversity	Survey required for bats, newts, reptiles Adjacent to Environmental network with opportunity for enhancement
Trees	TREES & HEDGEROWS WILL BE A SIGNIFICANT CONSTRAINT. Mature woodland adjacent pool to west of site and connecting hedgerow should not be developed. Boundary trees and hedgerows to be considered in layout.
Environmental Health	Western part of site adjacent to main A458/A5 roundabout junction. Noise issues from road traffic at all times of day and night. ACCEPTABLE for housing BUT WITH NOISE PROTECTION REQUIRED
Drainage: Watercourse flooding	n/a
Drainage: Surface water flooding	n/a
Drainage: Groundwater flooding	>= 75% of the site is susceptible to groundwater flooding
Drainage: Suitability for SUDS	Highly permeable geology and suitable for infiltration SUDS, but some consideration will need to be given to groundwater protection
Countryside	n/a
Environment Agency	Additional up-to-date information regarding the potential risk of flooding on this site can be found in the Strategic Flood Risk Assessment (2014) prepared by Halcrow. This indicates the risk of flooding from this site is low or can be managed appropriately.

Community consultation response	<ul style="list-style-type: none"> • Support for infill and brownfield development within the current development boundary; • A variety of directions for future development are supported, particularly
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Shrewsbury Submission

	<p>North of the town to reflect local availability of employment, and West or South-West within the bypass, subject to access;</p> <ul style="list-style-type: none"> • Strong resistance to development which would undermine the existing countryside buffer between Shrewsbury and Bayston Hill to the South; • Support for proposed sustainable urban extensions to South and West. <p>Summary results/issues arising from consultations at the SAMDev Plan Preferred Options/Revised Preferred Options stages are set out in the Consultation Statement.</p>
Statutory bodies responses to date	n/a

Site Assessment Summary

The area was identified as a strategic location for development in the Core Strategy because it performs relatively well on most assessment criteria and delivers strategic benefits in terms of improvement of the town's major road network and scope for employment development. There are some landscape sensitivity issues, particularly for employment development, but the proposal for the construction of a link road from the A5 Churncote Island to Holyhead Road significantly changes the context for this. The proposed development becomes a completion of an existing partially developed area. The areas proposed for employment development are logical in terms of being an extension to the existing Oxon Business Park and health/care development off Clayton Way, and a potential gateway site for commercial/business uses by the A5 Churncote Island. There are issues of protection of existing trees, hedges and woodland to be addressed in masterplanning of development, as do groundwater protection requirements and through mitigation measures.

The Stage 2a assessment (sustainability appraisal) scores the site negatively for potential impacts on protected trees and high quality agricultural land. A small part of the site is within the buffer zone of an historic landfill site. The site scores positively for access to bus routes and for low flood risk. More detailed assessment revises landscape sensitivity to 'medium', but this must be viewed in the context of the wider development proposed. Trees & hedgerows will be a significant development constraint. Overall sustainability of the site for employment is judged to be fair.

Conclusion

Potential windfall site	n/a
Realistic site	Yes – part of SUE

Recommendation

Preferred option	Yes
If Yes, Key Development Issues from Assessment	<ul style="list-style-type: none"> • Impact on protected species; • Potential for environmental network enhancement; • The presence of mature trees on the site will be a design constraint; • Groundwater management issues.
Allocation in Final Plan	Yes, Development to be in accordance with the masterplan to be adopted for the comprehensively planned, integrated and phased development of the SUE, to include the provision of extension to Oxon Business Park, a gateway employment development on land by the Churncote Island, and land for additional health/care development/expansion of existing businesses off Clayton Way.

Shrewsbury Submission

Notes

1. Information on critical infrastructure is only available for the Market Towns and Key Centres at this stage. However, the Water Cycle Study (June 2010) covered Local Centres as well as the Market Towns and Key Centres and information from this has been incorporated where relevant.
2. The five predecessor District Councils each commissioned Landscape Sensitivity and Capacity studies for a selection of sites in their area. The Stage 2a Site Assessment drew on the Shropshire Landscape Character information on a strategic level. Where available, the site specific information has been used to inform this Stage 2b Assessment.