



Date: Tuesday, 15 June 2021

Time: 1.00 pm

Venue: The Auditorium - Theatre Severn, Frankwell Quay, Frankwell,
Shrewsbury. SY3 8FT

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SOUTHERN PLANNING COMMITTEE

SCHEDULE OF ADDITIONAL LETTERS

NOTE: This schedule reports only additional letters received before 5pm on the day before committee. Any items received on the day of Committee will be reported verbally to the meeting

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SOUTH PLANNING COMMITTEE		
SCHEDULE OF ADDITIONAL LETTERS		
Date: 22 October 2021		
NOTE: This schedule reports only additional letters received before 5pm on the day before committee. Any items received on the day of Committee will be reported verbally to the meeting		
Item No.	Application No.	Originator:
Item No.	Application No.	Originator:
5	19/05560/OUT	Buildwas PC – further comments
<p>The development of former Ironbridge power station site presents major problems primarily due to its geographical position. It is contrary to findings and advice found in the document ‘Transport for New Homes.’ If this guidance were adopted and followed the development would not go ahead. Aspects of ‘a fifteen-minute neighbourhood’ are proposed e.g. school, local, shop etc. The relationship to the surrounding area is the problem. If the development it is to proceed these issues should be addressed:</p> <ul style="list-style-type: none"> - with regard to both private and public transport - Arguments regarding the impracticability surrounding an additional 2000 vehicles using this geographically restricted site on the available road systems recorded elsewhere. - Connectivity for cycle tracks is poor, meaning cyclists once off the redeveloped site must take a chance on main roads. <ul style="list-style-type: none"> - The same is true for pedestrians unless travelling to Ironbridge. - If the plan for 1000 new homes were to go ahead a reduction of the two-car per family dependence should be encouraged. <ul style="list-style-type: none"> This might be achieved by an electric minibus route to both Shrewsbury and Telford. However, it may be difficult to implement this successfully from an isolated developed area with single destinations. (encouraging take up poses some problems) - Encouraging cycling and walking - cycleways and pedestrian links these should be perceived as ‘safe routes’ overlooked by houses, public buildings etc - Safe lock ups for cycles readily available - Minimise visual impact of vehicles around new houses - an obligation to emphasise sustainable travel options in sales material to encouraging travel options to be considered. -an electric vehicle car club to encourage car sharing established from the beginning. - Electric points for charging vehicles should be integral to the site from the beginning - The apparent northern facing aspect of much of the development <p>The northerly aspect of housing shaded by Benthall Edge and Tickwood Hill is an area where fields and gardens keep frost or shadow all day when elsewhere. The extraction of ten metres depth of sand and gravel may exacerbate this. Orientation of housing has to maximise natural heating and cooling.</p>		

Zero carbon housing

With a legally binding target (Climate Change 2008) to reach net zero carbon emissions by 2050, this housing, built from 2025 onwards can be expected to be net zero carbon. Otherwise expensive retrofitting will be required just a few years later. With such a large development ground source heat pumps should be the way forward. On site energy production is essential. Solar panels where sensible should be standard. Orientation of housing should maximise this possibility.

Embedded carbon issues

Consideration must be given to minimising the carbon footprint of the development. Wooden construction is better in this respect: both brick and concrete have high carbon footprints. There are increasingly materials available using recycled materials. Decisions should demonstrate the construction aims for lower embedded emissions, a whole life carbon plan.

Lighting

Lighting a large development would have a major impact on the valley with regard to dark skies which predominate affecting humans and wild life. Low level lighting would be essential.

Ecology

The failure of the plan to protect and move newts has obviously engendered a lack of confidence in possible future plans.

Fauna

A large-scale development cannot avoid major impact on wildlife which has been established during the last fifty plus. Biodiversity plans should aim to minimise this.

- Culverted stream to enable free movement for otters in addition to the establishment of holts and couch.
- Mammal tunnels for badgers.
- Reduced lighting near woodland, (no roads etc) to avoid disturbing bat activity.
- Plans mention an attempt to accommodate little ringed plovers

Management of four tiers of green spaces

Management of three tiers of open space is briefly mentioned. This is expected to be done by establishing a service charge deed to finance a Management company such as The Land Trust to care for

1. built development green infrastructure space
2. multifunction green space
3. public open space used quote 'by residents and occupiers of the site'

Reassurance is needed that use of 2 and 3 is not limited to users and occupiers of the site. It is not clear from this how the management of the buffer and wildlife areas is financed.

Item No.	Application No.	Originator:
5	19/05560/OUT	Applicant

Summary of financial context of the proposed development including viability and CIL / s106 considerations:

A Development Viability Executive Summary prepared by Tustain Associates Ltd dated September 2020 was submitted to Shropshire and Telford and Wrekin Councils and draws the following conclusions:

- The Ironbridge Power Station was purchased in June 2018. Application was submitted in December 2019. The Strategic Allocation is emerging through the Shropshire Local Plan which is likely to be Adopted in 2022.
- Given the site's former extensive industrial use and the legacy of it's operations the viability is critical to the redevelopment of the site-very few Developers would take on the risk of redeveloping this site bearing in mind the complex nature of demolition, remediation, specialist management, the extraction of sand and gravel, the long lead in times, costly enabling works, huge cash flow issues. It is estimated that the sale of the first dwelling is likely to be 5 years from the purchase of the site and circa £32m will have been spent before the first land parcel is sold. This is a huge financial risk.
- During the preparation of the Development Viability- 4 viability scenarios were tested:
 1. 20% Affordable and fully compliant 106/CIL
 2. 10% Affordable and fully compliant 106/CIL
 3. 10% Affordable and non-compliant 106/CIL
 4. 5% Affordable and non-compliant 106/CIL
- Only Scenario 4 is Viable and gives a reasonable financial return to the Developer-all the other scenarios would have meant that no developer would have taken on the redevelopment of the site as they would all have lost £ms. Scenario 4 was then tested by independently appointed viability experts Turleys-the appointment was made jointly by Shropshire and Telford and Wrekin Councils.
- The Development Viability conclusions were supported by Turleys.
- The Development Viability allowed for £16.75m for 106/CIL and 5% Affordable Housing.
- There were then 6 months of complex discussions and negotiations between Shropshire/T&W/Harworth. The discussions centred on how to fairly and appropriately distribute the 'pot' of money to mitigate the impacts of the development. None of this was known at the start of the planning process as we all had to wait for the Consultee responses. Both LPA's had different aspirations but a priority list was agreed which put education and highway mitigations at the top. Compromise has been shown by both LPAs and by Harworth to address the complicated matter where one LPA has CIL and the other does not.
- The Costs and Revenues which feed into the Viability can only be estimated at this stage but the estimations are based on comparable evidence of developing similar sites elsewhere and likely sales revenues.
- Harworth accepts that there should be a Review Mechanism which will review the total costs, revenues and actual spend at a future point in time. The review will be based on accurate financial figures. If the review demonstrates that there is more money available then this can be distributed on mitigation which wasn't policy compliant such as Affordable Housing.
- A Review Mechanism is completely normal and accepted by LPA's on complex and lengthy developments. The timings of the RM will be controlled by the S106 Legal Agreement.
- In addition discussions have already taken place and will continue to take place with Shropshire/Harworth and Homes England to explore alternative additional ways of investing into the delivery of AH on the site.

Item No.	Application No.	Originator:
5	19/05560/OUT	Case Officer

This is to inform Members that the case officer received an email from the Ministry of Housing, Communities and Local Government (MHCLG) on 10th June 2021 indicating that they have received a request from a third party to call the application in for determination by the Secretary of State. The MHCLG has indicated that no decision should be issued on the application until they have had time to consider this request. The officer has responded confirming that no decision will be issued until then and advising

additionally that the recommendation is subject to a legal agreement. Therefore, if the officer recommendation is supported than no decision could be issued in any event until the associated legal agreement is completed.

It should be noted that this does not in any way affect the ability of the Committee to consider and determine the application at this stage.

Item No.	Application No.	Originator:
5	19/05560/OUT	D Turner - Objector

I write as a concerned resident ahead of the Planning Committee considering these applications on 15th June. As Shropshire Councillor for Much Wenlock until May, I have commented extensively on a range of issues, including education, medical facilities and highways concerns. My comments have been summarised very briefly along with many others in the planning officer's report/recommendation.

In this letter I will focus on the apparent unwillingness of the applicants and Shropshire Council to look at the wider implications of traffic heading through Much Wenlock, to and from the development. Please note the appendices at the end of this letter. Vehicle movements associated with the minerals extraction activities will be the subject of conditions imposed by Shropshire Council. It is vital that such conditions are implemented and monitored over the life of the quarrying activities for the protection of local residents and other road users, and also to ensure that minor roads are damaged no further than they are already. Much Wenlock has suffered for years from quarry vehicles, now much larger than when limestone was extracted locally, and articulated rigs running through the narrow streets. These quarrying activities are, however, time-limited. My greatest concerns are about the mixed-use development.

The development of 1,000 homes etc. will mean considerably more than 1,000 vehicles on the site whether or not there is a new bus and/or train service. They will be wanted for shopping, employment and taking children to school. It is appreciated that many homeowners will look towards Telford and the West Midlands conurbation for these activities. Transport links, once out of Buildwas, are good and facilities are, by and large, modern. By the applicant's own admission, however, a proportion will be heading for Bridgnorth, Stourbridge, Shrewsbury and elsewhere. What is becoming clearer since Telford & Wrekin Council considered the mirror applications recently is that the demand on William Brookes School in Much Wenlock will be greater than was envisaged when the stakeholder engagement sessions were hosted by the applicants many months ago. 2/11 Concerns that emerged since the mixed-use planning application was first filed have focused on the junction of the A4169/A458/B4378 and High Street in Much Wenlock by the Gaskell Arms. I will leave it to others to spell out the detail here but suffice to say during the busy periods morning and evening and when school buses are taking students home mid-afternoon, delays occur. This has many impacts, amongst them rat-running through the town's narrow streets, some of which have no footway where pedestrians can seek safety, and others where vehicles large and small mount the pavement when confronted with opposing traffic. The applicant has submitted no acceptable proposals to improve the Gaskell Arms junction, nor have they submitted any plans to prevent the traffic rat-running through the town.

By the applicant's own admission, wait times at this five-ways junction will double. There appears to be an expectation that the situation will be 'self-regulating' i.e. motorists will seek an alternative route to avoid hold-ups. This will exacerbate the propensity to seek alternative routes. We already have experience of motorists using narrow lanes to reach their destination on occasions. Road closures for remedial works, and the closure of The Wharfage in Ironbridge, especially during flooding of the River Severn, are not uncommon events. In 2020, when Ironbridge was 'closed', one occasion saw traffic from Bridgnorth on the A458 backed up to the Merrywell Lane junction, from Shrewsbury up to the brow of Harley Hill, and from Buildwas the A4169 to Farley (see map -

Appendix 3A). Under these and similar circumstances it is inevitable that some motorists, seeking to keep moving, will attempt different routes. I ask that you give careful consideration to the use of local lanes by through traffic. Agricultural vehicles and local residents need to be able to access their farms and their homes without having to resort to the grass verge, or to have to repeatedly reverse their vehicles - it happens frequently enough already. They deserve not to have their ancient dry stone walls damaged by careless drivers of vehicles, and walkers and riders of both horses and bicycles should be allowed to enjoy the countryside without having to dive out of the way of drivers unfamiliar with the byways. For those on their way to work in Shrewsbury, and dropping their son or daughter off at William Brookes School, a diversion through Homer and Wigwig to Harley on the A458, or via Sheinton to Cressage also on the A458, might seem like a wise move. This is not the case - as the housing ends in Homer, the lane becomes a single-track holloway which leads to the ford (not always passable) before reaching the A458. The Sheinton route is capable of two cars passing (not at its junction with the A4169m - see photo in Appendix 3) with care for much of its route, but passes the medical practice and primary school in Cressage. This part of the lane becomes single track due to parked vehicles dropping off children. The lane through Tickwood, Wyke and on to the B4376 at Posenhall is single track for all of its route, with a few informal and muddy passing places. Those seeking to reach Bridgnorth 3/11 and Stourbridge via Broseley will find themselves having to reverse frequently to negotiate farm vehicles and others where walls or ditches preclude passing. The same applies to those vehicles leaving the A4169 at Crossing Cottage, passing the equestrian centre and Downs Farm to reach Wyke en route to Bridgnorth. After the equestrian centre there are only three places where vehicles can pass (gateways) and for a significant length the road is under water during the winter months. Of course, those seeking to reach their home in Buildwas from these towns may well use the shortcut routes in the opposite direction at different times of the day. The surface condition of all four of these lanes is poor at present, and they are rarely in good order. Increased traffic will simply impose further cost on Shropshire Council's limited highways budget and greater impact on local residents' car tyres and suspension. Also, in poor weather it is worth noting that all four routes include very steep sections that are best avoided in icy conditions. The current proposals pay no regard to these concerns and there appears to be no demand from Shropshire Council for them to be considered. The impact on local residents' quality of life cannot be over-emphasised. I urge the Committee to consider my concerns alongside others and to refuse the mixed-use application until a sensible and costed solution is found for all of the highways impacts that will arise from additional traffic. Should you have any questions about the contents of this letter, please don't hesitate to make contact with me. I can make myself available to conduct you around these lanes at any time before the Committee meeting to demonstrate local residents' concerns.

Yours sincerely, David Turner

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5	19/05560/OUT	Case Officer

Officer clarification on Gaskell Arms Junction, Much Wenlock.

Members are requested to note that the legal agreement recommended in Appendix 1 of the main report makes provision for the applicant to pay a sum of £250,000 towards the cost of improving the Gaskell Arms junction at Much Wenlock with this becoming due at an early stage of the development. The applicant had initially proposed a signalisation scheme for the Junction. However, following correspondence between the Highway Authority, the case officer and Much Wenlock Parish Council the applicant has agreed that this should take the form of a financial contribution instead.

It is recognised that there can be pre-existing capacity issues with this junction at peak times of the day. However, it would not be reasonable to expect the current applicant to address any pre-existing issues which pre-date any anticipated effects arising from the proposed development and this would not meet relevant guidance for planning legal agreement. Any pre-existing issues are instead the concern of the local highway authority.

If the officer recommendation is accepted, then the traffic modelling by the applicant's highway consultant indicates that it will be at least 3 years before build-out at the proposed development site begins to have any material impact on traffic levels at this junction. By this time, it is anticipated that a comprehensive proposal for upgrading the junction will have been prepared by the Highway Authority following local community consultations using money from the proposed legal agreement and other available sources.

The Highway Authority is fully aware of the need to ensure that the improvement scheme for the junction is implemented as a priority at the appropriate time. This will offer the potential to deliver a significant betterment at the junction which may not otherwise be possible without funding secured from the proposed development and other committed development in the local area. It does not therefore follow in the opinion of the officer that the proposals would be likely to lead to an increase in rat-running on unsuitable local minor roads.

Further guidance in relation to this matter has been prepared by the Local Highway Authority and will be available for the Committee.

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It is recommended that Condition 20 in Appendix 1 is amended in order to introduce an earlier trigger timescale for completion of the highway improvement works. The condition currently stipulates that the works shall be completed prior to occupation of the 250th home. It is recommended that this is amended so the works are completed prior to occupation of the 180th home. This is in accordance with highway officer advice and has been agreed with the applicant. The condition shall be amended as follows:

Highways - Traffic Calming works at Buildwas, Leighton and Atcham:

20. Prior to the occupation of the 150th dwelling full engineering details of the proposed traffic calming works on B4380 at Buildwas, Leighton and Atcham shall be submitted to and approved in writing by the Local Planning Authority. This is in accordance with the legal agreement accompanying this permission. The works shall be fully implemented in accordance with the approved details prior to the occupation of the ~~250th~~ 180th dwelling within the permitted site.

Reason: To ensure a satisfactory means of access to the highway.

Item No.	Application No.	Originator:
5	19/05560/OUT	Clinical Commissioning Group

NHS Shropshire, Telford and Wrekin Clinical Commissioning Group (CCG) additional evidence base relating to the application

Existing GP Premises Capacity – Evidence Base

Shropshire, Telford and Wrekin CCG has commissioned an independent study to identify the current capacity of existing GP practices across its administrative area. This information has only just become available to the CCG which is why it has not been provided previously to the Council. A comprehensive study has been undertaken to identify the current capacity issues carried out by Community Ventures who specialize in advising the Healthcare sector on strategic planning and estate management as well as design and development of Healthcare facilities. They have visited the three Surgeries in this locality and have concluded all three are operating with over capacity issues.

The three practices associated with the Ironbridge development were found to be at a level of over capacity as follows;

- Broseley 80% over capacity
- Much Wenlock 55% over capacity
- Much Wenlock Branch 55% over capacity
- Ironbridge 45% over capacity

In the case of Broseley the key findings of the Community Ventures study are as detailed below;

Premise	Tenure	Main (M)/ Branch (B)/ Single Site (S)	Current No. Clinical Rooms (by type)			Calculated current Provided NIA (sqm)	Current Provided GIA (sqm)	Advised GIA (sqm) based on current list size (i.e. List size x 0.08)	Variance from advised GIA (i.e. Current - Advised)	Current patient list size (SHAPE Oct 2020)
			Consult/ Exam 12 mins	Treatment Rm 20 mins	Total Rooms					
Broseley Medical Practice	Leasehold	S	2	5	7	181.2	206	373.60	-167.70	4,670

Therefore Community Ventures findings have concluded the Broseley surgery would require an additional 167 square metres of accommodation to meet their current need. This does not take into account any capacity need for future developments but merely to provide suitable services to their current patient list.

In relation to the Ironbridge Surgery Community Ventures drew the following conclusions;

Premise	Current No. Clinical Rooms (by type)			Calculated Current GIA based on Provided NIA (sqm)	Current Provided NIA (sqm)	Advised GIA (sqm) based on current list size	Variance from advised GIA (i.e. Current - Advised)	Current patient list size (SHAPE Feb 2020)
	Consult/ Exam 12 mins	Treatment Rm 20 mins	Total Rooms					
Ironbridge Medical Practice	3	1	4	263.3	235.11	377	- 142	4,710

The above calculations undertaken by Community Ventures for the Ironbridge Surgery were measured against their patient list size as of February 2020 which shows a deficit of required accommodation equivalent to 142 square metres. We are advised this patient list has increased since that date to 5,061 which will have had the effect of applying greater pressure on their over capacity issue.

Finally, with the Much Wenlock and Cressage Surgeries Community Ventures have confirmed the following;

Premise	Tenure	Main (M)/ Branch (B)/ Single Site (S)	Current No. Clinical Rooms (by type)			Calculated current Provided NIA (sqm)	Current Provided GIA (sqm)	Advised GIA (sqm) based on current list size (i.e. List size x 0.08)	Variance from advised GIA (i.e. Current - Advised)	Current patient list size (SHAPE Oct 2020)
			Consult/ Exam 12 mins	Treatment Rm 20 mins	Total Rooms					
Much Wenlock & Cressage - Shrewsbury Rd	Freehold	M	5	2	7	183.3	208	651.04	-233.00	8,138
Much Wenlock & Cressage - Clifton Lodge, Sheinton		B	3	2	5	184.8	210			

Their findings have concluded the Cressage and Much Wenlock surgeries would require an additional 233 square metres of accommodation to meet their current need. Once again, this does not take into account any capacity need for future developments but merely to provide suitable services to their current patient list.

The outcome of this study has provided empirical evidence that the existing practices do not have the capacity within their existing premises to take on any additional patients. The existing issues which have been identified will be dealt with by the CCG as a separate matter to the Ironbridge development.

Ironbridge Power Station Development – Future healthcare infrastructure needs

On the basis that the existing practices are unable to take on additional patients from any new developments the CCG have considered the needs of the future new residents that will be generated from the Ironbridge Power Station development on its own merits.

The Department of Health and Social Care issues national guidance provides the basis of calculating the required accommodation for Primary Care Premises, (GP surgeries).

We have used this standard calculation, (this evidence base has already been provided to the Council) and based upon the population increase from the Ironbridge development of 2,550 patients this generates a requirement of £1,277,000 to provide the building required to accommodate the new patients.

It is important to note that there is currently no other funding available to address this future need.

The level of the contribution requested is reasonable and linked to the increase in healthcare demand arising directly from the Ironbridge scheme and not from the existing capacity issues at the 3 practices.

(Note – The officer response to the CCG is set out below)

Item No.	Application No.	Originator:
5	19/05560/OUT	Case officer

Officer response to CCG representation:

I acknowledge receipt of your letter providing further information on local healthcare demand and have included your letter in the late representations report which will be circulated to Members in advance of the planning committee next Tuesday.

As I have previously indicated, the funding available within the Harworth scheme is limited due to significant viability issues and all available funding has currently been allocated to essential infrastructure under a detailed financial model which has been carefully negotiated between Shropshire Council, Telford & Wrekin Council and the applicant.

In terms of healthcare the CCG has requested a significant sum at a very late stage in the application process and at the time the officer reports were being written the planning authorities concluded that there was insufficient information available to fully justify the request, though I note the further information you have provided today.

Notwithstanding this, the model makes provision for a capital payment of £0.5m plus an on-site serviced plot. I'm afraid there is no additional funding at this stage which can be identified or re-allocated to Healthcare as this would have major implications for other previously agreed areas of committed infrastructure spend.

I have previously indicated to you that a periodic review mechanism will apply which will allow any additional profit above that assumed in the applicant's financial model to be clawed back for use as additional infrastructure spending. The Councils will need to agree a provisional list of spending priorities with the applicant for any clawback funding as part of the discussions on the planning legal agreement. I appreciate that you will be disappointed that the amount which it has been possible to allocate to healthcare is less than you are requesting. I would however reassure you that health care would be fully considered for such funding where the evidence base and justification can be agreed by the Councils and the applicant.

The Planning Authority has informed the applicant that it will seek to secure the first viability review within 5 years following the commencement of any development. This would be a condition of the planning legal agreement. By this time the applicant's phasing plans indicate that up to 300 homes are likely to have been occupied at the site as opposed to the full 1000 properties upon which your funding request is based. I would hope and expect that the existing £0.5m capital sum for healthcare included in the legal agreement would go a significant way towards addressing any additional healthcare needs arising from the development within this timescale. The need for any additional funding to cater for new housing beyond this stage can then be reviewed in the context of any clawback or other funding which may subsequently become available within the remaining build-out period of the development.

As previously stated I would also recommend that the CCG engages with Shropshire Council with the objective of seeking to introduce healthcare as a spending priority in the Much Wenlock Place Plan as this will determine where CIL money from other future local development can be spent.

I look forward to working with the CCG with these objectives in mind.

Item No.	Application No.	Originator:
5	19/05560/OUT	Cllr Claire Wild

The following conditions and legal agreement clauses have been requested by Councillor Wild. Some of the condition requests have been accepted prior to the Planning Meeting,

these are marked in red. Where there are further requests, these are in italic and marked **

1. Provision for ongoing traffic monitoring for the speed, volume and size of traffic on the A4169 and the B4380 – S106
2. Vehicle Activated Signage for traffic calming on the A4169 and the B4380. – S106
***By the occupation of the 50th home or earlier.*
3. A review mechanism to secure further highways improvements if deemed appropriate by the highway authority in consultation with the local community following traffic monitoring. – S106
4. That an air quality monitoring scheme for the bottom of Buildwas Bank should be agreed including for PM10's. – S106
5. A Highways Liaison Group (including pedestrians and cyclists) to be established which shall meet quarterly or at an agreed interval from the start of the construction work until the completion of the site. – S106
6. That the affordable housing should be subject to a legal agreement clause providing for a regular ongoing review for options to increase the provision of affordable housing within the site. This should include appropriate stakeholder engagement. – S106
7. That a Local Allocations policy for the affordable housing is attached to any legal agreement to ensure that local people from Buildwas Parish benefit first. – S106
8. The construction site operating hours are 7.30am – 5.30pm, Monday to Friday and 8am until 12 noon on Saturdays and there will be no Sunday or Bank Holiday working. - Cond 30b
9. That CCTV is installed at the main site entrances so that all construction vehicles are traceable. Cond 19b.
***That CCTV is also installed at the bottom of Buildwas bank to ensure that construction vehicles and construction staff do not use the B4380.*
10. A strict routing agreement for construction vehicles is agreed and adhered to so that there is no construction traffic entering or leaving the site via the A4169 or the B4380 with a “three strikes and your out” policy. – S106
***That the routing agreement includes construction staff.*
11. That Harworth's, as part of the 106 agreement contribute £20,000 to create 10 parking spaces at the rear of Buildwas Primary School within an agreed early timescale to alleviate parking problems in the period before the new primary school is delivered. – S106
***This should be delivered by the occupation of the 50th dwelling.*
12. That a management plan for the open space and biodiversity of the site is agreed in consultation with Shropshire Council's Great Outdoor Strategy Board, including provision for an annual monitoring statement defining progress to date and planned future works. Covered by Conditions 39, 44, 45, 48, 49, 50, 51 and 53 for biodiversity. Condition 61 for landscape management and Conds 66 and 67 for sport.
13. Sufficient water on the site so that dust can be controlled by mist spray. Covered by Cond 30c.

14. A Puffin Crossing to allow children to cross the road safely in Buildwas shall be installed and operational by the occupation of the 50th home on site or earlier if possible. - **S106**
***This will need to be two crossings, one on the A4169 and one on the B4380 to enable children to walk to School. The pavements will also need to be improved*
15. A legal agreement clause providing for the traffic calming measures for Atcham, Buildwas and Leighton identified by the highways report to be installed within an agreed early timescale following consultation with the Parish Councils. - **S106**
***These traffic calming measures to be installed by the occupation of the 50th home or earlier if possible. The mitigation monies should be increased from £65k to £265k to include engineering works to reduce traffic speeds.*
16. ***An Electric bus or similar carbon natural bus should be provided from the site and include stops in local Villages all the way to Shrewsbury. There is a conditioned service to Telford but not any provision in Shropshire*
17. ***There should be an agreed number of homes built on the Greenfield (sand and gravel site). This should be agreed now and should be a specific percentage of the total dwellings number.*

Item No.	Application No.	Originator:
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Case officer response in consultation with Highway Authority to additional conditions / legal clauses requested by Councillor Claire Wild (case officer comments in italic):

2. Vehicle Activated Signage for traffic calming on the A4169 and the B4380. – **S106**
***By the occupation of the 50th home or earlier.*

Officer: This trigger is not considered to be feasible. The vehicle activated sign will be delivered as part of the roundabout works. However, the Highway Authority can look to implement a temporary traffic regulation order in the vicinity of the quarry access including mobile signage:



3. A review mechanism to secure further highways improvements if deemed appropriate by the highway authority in consultation with the local community following traffic monitoring. – S106.

Officer: The scope to secure further contributions is limited due to the lack of CIL. There will be monitoring however, and proposed works along the B4380 will be subject to consultation.

9. That CCTV is installed at the main site entrances so that all construction vehicles are traceable. **Cond 19b.**

****That CCTV is also installed at the bottom of Buildwas bank to ensure that construction vehicles and construction staff do not use the B4380.**

Officer: This is not considered reasonable. CCTV at the quarry access should pick up traffic at Buildwas Bank it is positioned and angled appropriately.

10. A strict routing agreement for construction vehicles is agreed and adhered to so that there is no construction traffic entering or leaving the site via the A4169 or the B4380 with a “three strikes and your out” policy. – **S106**

****That the routing agreement includes construction staff.**

Officer: This is not considered appropriate for non-HGV traffic. However, it is recommended that an advisory note is provided which states that the Construction Management Plan required by condition in Appendix 1 should include an instruction encouraging staff to use the construction route.

11. That Harworth’s, as part of the 106 agreement contribute £20,000 to create 10 parking spaces at the rear of Buildwas Primary School within an agreed early timescale to alleviate parking problems in the period before the new primary school is delivered. – **S106**

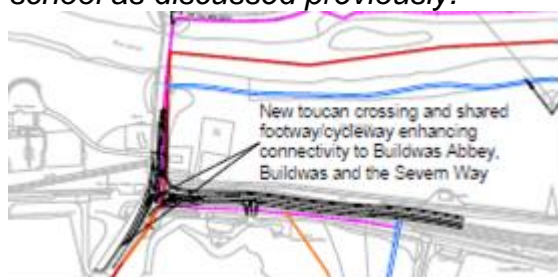
****This should be delivered by the occupation of the 50th dwelling.**

Officer: It is recommended that a condition covering this matter is included as a Grampian Condition in Appendix 1. Officers have discussed this with the applicant who has agreed in principle though the suggested trigger level for these works has not yet been agreed.

14. A Puffin Crossing to allow children to cross the road safely in Buildwas shall be installed and operational by the occupation of the 50th home on site or earlier if possible. - **S106**

****This will need to be two crossings, one on the A4169 and one on the B4380 to enable children to walk to School. The pavements will also need to be improved**

Officer: The northern access will provide a toucan crossing point on the A4169, this is shown on the layout drawing and ADC1776-DR-008. The toucan crossing will be provided on the A4169 as part of the northern access signalisation works, but the trigger point is later than first anticipated. As previously outlined, a signalised crossing on the B4380 arm of the roundabout will be provided as part of the roundabout works. The traffic calming in Buildwas could be the widening of the footway outside the school as discussed previously.



15. A legal agreement clause providing for the traffic calming measures for Atcham, Buildwas and Leighton identified by the highways report to be installed within an agreed early timescale following consultation with the Parish Councils. - **S106**

****These traffic calming measures to be installed by the occupation of the 50th home or earlier if possible. The mitigation monies should be increased from £65k to £265k to include engineering works to reduce traffic speeds.**

Officer: The 65k is indicative as the scope of works have not yet been agreed. However, due to limited funding this figure is restricted and cannot be increased in the financial context of the application.

16. **An Electric bus or similar carbon natural bus should be provided from the site and include stops in local Villages all the way to Shrewsbury. There is a conditioned service to Telford but not any provision in Shropshire

Officer: This forms part of the transport strategy funding referred to in the schedule of legal agreement clauses in Appendix 1. It is not possible to insist at this stage on electric busses though this would be supported in principle by officers. The details will need to be agreed with the applicant under the provisions of the legal agreement.

17. **There should be an agreed number of homes built on the Greenfield (sand and gravel site). This should be agreed now and should be a specific percentage of the total dwellings number.

Officer: This is an outline application so the detailed distribution of housing within the site cannot be agreed until the reserved matters stage. The outline masterplan does however indicate that about 45-50% of the housing is likely to be located on the greenfield part of the site.

Item No.	Application No.	Originator:
5	19/05560/OUT	Ironbridge Railway Trust

The Department for Transport has indicated that Chris Heaton-Harris MP will announce the outcome of the Restoring Your Railway tranche 3 bidding round this month and that we have the Power Station-Ironbridge-Bridgnorth bid within that – supported by SC and Worcs CC and the 4 MPs.

The Ironbridge Railway Trust previously commented on this application advocating:

- protection of the route from the Power Station towards Ironbridge for prospective future rail use (TWC Policy C2 – Safeguarding railway and transport corridors, which specifically includes the route) or
- design/capacity within the Power Station site for sufficient Park & Ride capacity for access to the World Heritage Site via any such restored railway (principally illustrated at section 3 of IRT’s commentary).

In the ‘one-off opportunity context’ of the Power Station re-development I think IRT’s suggestions were essentially about ‘passive provision’ ensuring that such future sustainable transport developments were not *precluded* by the Harworth plan. The absence of any reference to these issues or any suggested protection of the route may well mean that any such corridor restoration will be permanently prevented (and I’m assuming TWC officers and members were not concerned about this themselves in advance of their own application determination on 18th May).

At this 11th hour is there anything that can be done to ensure committee members are aware of these issues and the potential that this major strategic opportunity for the County, TWC and the World Heritage Site could be lost for good?

Officer note: The planning application is in outline and the indicative masterplan would not preclude the IRT proposals from coming forward at a future date though clearly there would need to be a funding package around this at that time.

Item No.	Application No.	Originator:
5 & 6	19/05560/OUT & 19/05509/MAW	Case Officer

The enclosed photos of key highway junctions may assist Members in understanding the highway issues referred to in the committee report:

Gaskell Arms Junction, Much Wenlock (£250,000 funding for upgrade):





Buildwas Bank Junction (To be upgraded to roundabout in year 6):







T-Junction onto A4169 Wenlock Road (Proposed quarry and development access – to be upgraded):



Item No.	Application No.	Originator:
6	19/05509/MAW	Councillor Claire Wild
<p>Conditions and legal agreements requested by Councillor Wild</p> <ol style="list-style-type: none"> 1. The sand and gravel site operating hours are 7.30am – 5.30pm, Monday to Friday and 8am until 12 noon on Saturdays and there will be no Sunday or Bank Holiday working. No noisier operations outside of 8am – 5pm weekdays and none on weekends or Bank Holidays. 2. That CCTV is installed at the main site entrance and on the Buildwas Bank junction so that all vehicles are traceable. 3. A strict routing agreement for sand and gravel vehicles is agreed and adhered to so that there is no sand and gravel traffic entering or leaving the site via the A4169 or the B4380 with a “three strikes and you’re out” policy. 4. There shall be no vehicles waiting on the side of the road for the quarry to open. 5. There shall be sufficient water on the site to enable continual spraying to reduce the dust. 6. Site preparation works including bunding should be expediated and not dragged out. The reason is to reduce the noise nuisance and visual impact on neighbouring properties. 7. The 25% of the sand and gravel supplied to the local market by road should not exceed 100,000 tons per year. 8. In the event of the repairs to the Albert Rail Bridge being delayed, there should be a condition placed on the development to ensure that no extra sand and gravel is removed from site by road. 9. Installation of permanent traffic monitoring for the speed, volume, and size of traffic on the A4169 and the B4380 before any mineral exports from the site. 10. Vehicle Activated Signage for traffic calming on the A4169 and the B4380 installed prior to any mineral exports from the site. 11. That a reduction in the speed limit on the A4169 and B4380 to 40mph is introduced prior to any mineral exports from the site. <p><i>Officer Note: The officer has discussed these recommendations with Councillor Wild and appropriate Conditions and legal agreement clauses are recommended in Appendix 1 of the committee report.</i></p>		