



Shropshire Council
Legal and Democratic Services
Shirehall
Abbey Foregate
Shrewsbury
SY2 6ND

Date: Tuesday, 30 October 2018

Committee: Cabinet

Date: Wednesday, 7 November 2018

Time: 11.00 am

Venue: Shrewsbury Room, Shirehall, Abbey Foregate, Shrewsbury, Shropshire, SY2 6ND

You are requested to attend the above meeting.

The Agenda is attached

Claire Porter
Head of Legal and Democratic Services (Monitoring Officer)

Members of Cabinet

Peter Nutting (Leader)
Steve Charmley (Deputy Leader)
Joyce Barrow
Lezley Picton
David Minnery
Robert Macey
Nic Laurens
Nicholas Bardsley
Lee Chapman
Steve Davenport

Deputy Members of Cabinet

Dean Carroll
Rob Gittins
Simon Harris
Roger Hughes
Elliott Lynch
Alex Phillips
Ed Potter

Your Committee Officer is:

Jane Palmer Senior Democratic Services Officer

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AGENDA

1 Apologies for Absence

2 Disclosable Pecuniary Interests

Members are reminded that they must not participate in the discussion or voting on any matter in which they have a Disclosable Pecuniary Interest and should leave the room prior to the commencement of the debate.

3 Minutes (Pages 1 - 4)

To approve as a correct record and sign the Minutes of the Cabinet meeting held on 17 October 2018.

4 Public Question Time

To receive any questions or petitions from members of the public, notice of which has been given in accordance with Procedure Rule 14. Deadline for notification for this meeting is no later than 24 hours prior to the start of the meeting.

5 Member Questions

To receive any questions of which members of the Council have given due notice, the deadline for notification for this meeting is 5.00pm on Friday 2 November 2018.

6 Scrutiny Items

To consider any scrutiny matters from Council or from any of the Council's Scrutiny Committees.

7 Meeting Housing Need in Shropshire (Pages 5 - 10)

Lead Member – Councillor R Macey – Portfolio Holder for Planning and Housing Development

Report of the Director of Place

Contact: Mark Barrow Tel: 01743 258919

8 Consultation on Preferred Sites for the Shropshire Local Plan Review (Pages 11 - 242)

Lead Member – Councillor R Macey – Portfolio Holder for Planning and Housing Development

Report of the Director of Place

Contact: Mark Barrow Tel: 01743 258919

9 Community Infrastructure Levy [CIL] Regulation 123 List (Pages 243 - 248)

Lead Member – Councillor R Macey – Portfolio Holder for Planning and Housing Development

Report of the Director of Place

Contact: Mark Barrow Tel: 01743 258919

10 Shrewsbury Big Town Plan - Big Town Plan Vision and Framework (Pages 249 - 316)

Lead Member – Councillor N Laurens – Portfolio Holder for Economic Growth

Report of the Director of Place

Contact: Mark Barrow Tel: 01743 258919



Committee and Date

Cabinet

7 November 2018

CABINET

**Minutes of the meeting held on 17 October 2018 in the Shrewsbury Room, Shirehall, Abbey Foregate, Shrewsbury, Shropshire, SY2 6ND
11.00 am - 11.18 am**

Responsible Officer: Amanda Holyoak
Email: amanda.holyoak@shropshire.gov.uk Tel: 01743 257714

Present

Councillors Peter Nutting (Leader), Steve Charmley (Deputy Leader), Joyce Barrow, Lezley Picton, Robert Macey, Nic Laurens, Lee Chapman and Steve Davenport

79 Apologies for Absence

Apologies were received from Councillor Nick Bardsley.

80 Disclosable Pecuniary Interests

Councillors Robert Macey and Steve Davenport both declared an interest in item 9, Community Asset Transfer: Oswestry Station Building, as they both had been involved with the Organisation involved in the transfer on a similar project. Both left the room for the duration of this item.

81 Minutes

RESOLVED:

That, subject to the deletion of the incomplete text at Minute 75, the Minutes of the Cabinet meetings held on 17 and 26 September 2018 be approved.

82 Public Question Time

There were no public questions.

83 Member Questions

There were no member questions.

84 **Scrutiny Items**

There were no scrutiny items.

85 **Shropshire's Great Outdoors Strategy**

The Portfolio Holder for Culture and Leisure introduced the report of the Chief Executive setting out Shropshire's Great Outdoors Strategy 2018 – 2028. She drew attention to the significant benefits to the county provided by access to the outdoors including to the health and wellbeing and economy of the county. She thanked all contributors to the Strategy, including the wide range of voluntary sector partners and their teams, Town and Parish Councils and the public.

RESOLVED:

That the publication of Shropshire's Great Outdoors Strategy 2018 to 2028 and the revised Shropshire Council policies in Appendix 5 of the Strategy be supported.

86 **Annual Report on Health and Safety Performance for 2017/2018**

The Deputy Leader and Portfolio Holder for Corporate and Commercial Support outlined the report of the Head of Human Resources and Development setting out the Annual Report on Health and Safety Performance for 2017/2018. In response to a question from a Member regarding percentage of stress related absence the Deputy Leader agreed to supply information on actual figures.

RESOLVED:

i) The contents of the report are accepted; particularly noting:

- Good progress has been made during 2017/2018 on managing health and safety across the Council.
- Reportable employee accidents to the Health & Safety Executive (HSE) have increased and minor accidents have decreased compared to last year's figures.
- Benchmarking with other Unitary Councils show that Shropshire Council performs well in terms of accident statistics.
- Service Areas and the Health & Safety Team work well together.
- The Council continues to maintain a good relationship with the HSE.

ii) The Key Actions for 2018/2019 are agreed

The key actions for Shropshire Council are:

- The Health and Safety Team to work with Service Areas to produce and implement H&S management systems including policies, procedures and arrangements
- Development of external contracts with associated Service Level Agreements (SLA) in place.
- To fulfil contractual monitoring and support to Academies and customers under Service Level Agreements
- Continue updating and monitoring of Workstation Safety Plus to reduce risks associated with musculoskeletal disorders.
- Raise awareness of workstation assessments in particular agile working.
- Continuation of staff wellbeing events throughout the year.
- Support 'Leap into Learning' development for e-learning health and safety awareness courses across service areas.
- Digital Transformation Programme – support development for the management of accident data and case management arrangements for occupational health.
- To engage with Service Areas to ensure that health and safety compliance is in place and to review Self-Monitoring Checklist to ensure roll out to Premise and Team Managers
- To continue to implement the Wellbeing Plan and facilitate three themes of Be Active, Be Minded and Be Informed
- Market and deliver new Defibrillator course that has been developed

87 **Community Asset Transfer: Oswestry Station Building**

Councillors Davenport and Macey left the room for the duration of this item.

The Deputy Leader and Portfolio Holder for Corporate and Commercial Support introduced a report of the Director of Place setting out an assessment of an application made by Oswestry Station Building Trust in respect of the Oswestry Station Building. The report concluded in a recommendation to make this Transfer and a funding award in line with the Council's Community Asset Transfer Policy. He moved a slight amendment to the recommendation in order to reflect the recent appointment of the Director of Place. Following a brief discussion regarding the need to ensure compliance with State Aid Rules, the Head of Legal and Democratic Services agreed to circulate a briefing note for Members on the principles of these regulations.

RESOLVED:

That, in principle, the disposal of the Oswestry Station Building as a Community Asset Transfer is agreed, with delegated authority to the Director of Place, in consultation with the Portfolio Holder for Corporate and Commercial Support, to agree the method and terms of disposal to ensure compliance with State Aid Rules and the Council’s legislative obligations, and a one-off grant funding award of up to £30,000 to the Trust.

88 Exclusion of the Public and Press

RESOLVED:

That, in accordance with the provisions of Schedule 12A of the Local Government Act 1972 and Paragraph 10.4 (3) of the Council’s Access to Information Rules, the public and press be excluded from the meeting for the following item.

89 Exempt Minutes

RESOLVED:

That the exempt Minutes of the Cabinet meeting held on 26 September 2018 be approved as a correct record and signed by the Leader.

Signed (Leader)

Date:



<u>Committee and Date</u>
Cabinet
7 th November 2018

MEETING HOUSING NEED IN SHROPSHIRE

Responsible Officer Mark Barrow

e-mail: mark.barrow@shropshire.gov.uk

Tel: 01743 258916

1. Summary

- 1.1 In conjunction with our work to review the Local Plan and Stock Options Appraisal, officers have undertaken research and investigation into how we might address the unmet housing and development needs of our local communities.
- 1.2 This work has amongst other things involved a high-level analysis of housing affordability ratios, types of current market supply, and reviewed approaches in other councils. This work constitutes a Strategic Outline Case that suggests the Council should work up a more detailed Outline Business Case for a mechanism to address Shropshire's unmet housing and development needs.
- 1.3 Early scoping work and advice suggests other local authorities have adopted a more commercial and dynamic approach by creating 'Local Housing Companies' to assist them in achieving a wide-range of goals and aims.
- 1.4 The purpose of these vehicles can include, acquiring, developing and managing homes. They have been used to help address specific local housing supply issues / market deficiencies and generated income to assist their parent authority to be more financially self-sufficient.
- 1.5 They have also been used to enable broader public-sector savings; encourage economic growth, employment and skills development.
- 1.6 In Shropshire, property development by a Council vehicle, would need to be both open market and affordable housing, with accompanying place shaping and community infrastructure projects.

- 1.7 Any delivery vehicle utilised by the Council would also need to work with private sector partners and Registered Providers to support objectives outlined in the Council's Corporate Strategy, Commercial Strategy and those to be approved in the upcoming Housing Strategy.
- 1.8 Demographic pressures would need to be considered; with any solution complementing outcomes from the 'Council Housing Stock Options Review' to assist in increasing the amount and quality of affordable housing in the County.
- 1.9 This would need to include delivering housing to support and empower independence. For example; younger and older people, disabled people, wheelchair users, people with a learning disability, people with a mental health condition, and people with an impairment.
- 1.10 Any future financial modelling of such property development would be to ensure that there is no cost to the Council, a good income stream can be generated, and major savings can be made to Shropshire Council (and where viable to other public sector budgets).
- 1.11 Local Authority powers automatically enable provision of housing where there is a statutory duty (social housing) or for emergency housing. However, specialist legal advice has already confirmed that where any form of trading (non-social) is undertaken for a 'commercial purpose' then a company structure would be needed.

2. Recommendation

It is proposed that the Executive Director for Place, in consultation with the Portfolio Holder for Planning & Housing Development, be requested to:

- 1) Develop a viable Outline Business Case to address Shropshire's unmet housing and development needs.
- 2) Develop detailed proposals and options for appropriate arrangements to deliver the Outline Business Case: either delivery of housing by the Council itself or; to form a company to undertake this work.
- 3) Present a report to the 13th December 2018 meeting of full Council for decisions to implement the Outline Business Case.

REPORT

3. Background

- 3.1 Councils traditionally have developed and managed social housing held by law within the Housing Revenue Account (HRA). Subsequently they are legally required to let homes on Secure tenancies at Social and Affordable Rent levels.
- 3.2 Council house building had largely ceased from the 1980s until recently. During this period, housing associations (Private Registered Providers) became the main developers of social housing and have evolved to increasingly operate commercially.
- 3.3 Although HRA Reform in 2011 introduced self-financing principles, enabling long term asset management and capital strategy planning over 30 years, many of the constraints and concerns remain over the development of social housing, such as the tenant's 'Right to Buy' and central government control over rent levels and tenancy types.
- 3.4 Many councils wishing to have greater place shaping control, and in response to financial pressures, have in recent years sought an alternative solution by creating Local Housing Companies. In effect to attempt to take the best operational elements from the private and public sectors and integrate them. It is currently estimated that over half of all local authorities have either set up or are in the process of creating their own Local Housing Company.
- 3.5 Whilst council companies have existed for many years, with trading powers set out in Section 93 of the Local Government Act 2003, the recent diversification of new companies was prompted by the General Power of Competence introduced in the Localism Act 2011.
- 3.6 Whereas councils could previously only trade their existing activities, this legislation enables a local council to undertake any commercial activity that an individual or private company can lawfully undertake, provided this activity is not explicitly ruled out or constrained for councils by another piece of legislation. This provides for purely commercial trading in services not previously provided by councils, such as building homes for market sale and rent.
- 3.7 Any housing development solution considered by Shropshire Council would need to address market failure, increase the availability of affordable rented and for-sale housing and to develop housing types that the private sector developers are not building. Underpinning this would be the need for a robust

commercial and financial case to ensure that it assisted the Council to improve its financial self-sufficiency.

- 3.8 The Shropshire Strategic Housing Market Assessment (2014) set out a range of pressures and challenges. Within Shropshire the ratio of house price to average income is 7.62 against the national average of 6.74 and only 50% of the population can afford private rental values and 32% to own an entry level residence.
- 3.9 The Council's current social housing waiting list is 5,300 and the average waiting time for a 3-bed social rented house for those successful is 13 months.
- 3.10 The Local Plan Review of 2017 identified the need to build 28,750 new homes by 2036. Whilst in 2016/17 1,910 new homes were built, private sector developers are focussed on profit maximisation in the 3-5 bed 'for sale' market. The evidence is that the market is not, and will not, build the housing we need to meet the broad future needs of our communities.
- 3.11 By way of illustration, roughly one third of new household formation is due to the growth in our older population. By 2030, Shropshire will comprise of almost 33% people aged over 65. There is a wealth of research that demonstrates how developing purpose designed housing promotes longer and more productive independent living which is better for residents and helps offset growing pressures in local health and care systems.
- 3.12 There are also wider strategic objectives to support a detailed investigation into potential housing delivery vehicles and solutions. New homes, property developments, refurbishments, progression of stalled developments, office conversions, all support economic growth, with immediate employment and the longer term associated benefits for local businesses by providing a larger percentage of workers to live in the county.
- 3.13 Investment in new homes has a multiplier effect in the local economy, with residents working in local businesses and spending in local shops and on local services. It also provides an opportunity to adopt key worker policies to encourage key workers in health, education, social care and other public services to remain or move to the County.
- 3.14 Local Authority led property development can target where the market is under-performing or failing to provide sufficient housing supply to meet demand. The local context can be evidenced from the sub-regional Strategic Housing Market Assessment which summarises projected levels of housing need and demand, including the required mix between property sizes, bedroom numbers, tenure types and rent levels versus incomes.

4. Financial Implications

- 4.1 Any future solution would need to take into consideration the current 'Council Housing Stock Options Review' of properties within the Housing Revenue Account.
- 4.2 Any future recommendation to Cabinet and Council would need to be supported by a business case and business plan identifying any financial investment or resources required to support the recommended delivery model or vehicle. Carried out in conjunction with a review of the Council's land and property assets.
- 4.3 Projections of potential savings to Council budgets would also be intrinsic to any future business case and business planning.

5. Risk Assessment and Opportunities Appraisal

- 5.1 A future recommendation would need be supported by a full risk assessment appraisal carried out as part of the business case and business planning process.
- 5.2 Any future business case would be developed to HM Treasury Green Book Standard outlining the strategic, commercial, financial, economic and management cases. If the preferred model is that of a company, then the business case would need to satisfy the requirements of The Local Government (Best Value Authorities) (Power to Trade) (England Order) 2009.
- 5.3 Specialist legal and financial advice would be sought as required.

6. Additional Information

- 6.1 The Council is being assisted by property specialists Savills, who are currently supporting the 'Council Housing Stock Options Review' and have advised many other councils on housing delivery models. Officers have also researched, met and spoken to other councils who have already established alternative housing delivery models.
- 6.2. Several Members briefings and workshops have been held. If further investigation is approved, a request will be made to the Performance Management Scrutiny Committee, to consider setting up a Task and Finish Group to examine key areas of interest.

List of Background Papers (This MUST be completed for all reports, but does

not include items containing exempt or confidential information)

Cabinet Member (Portfolio Holder) Cllr. Robert Macey

Local Member All Members

Appendix

0



Committee and Date

Cabinet
7th November 2018

CONSULTATION ON PREFERRED SITES FOR THE SHROPSHIRE LOCAL PLAN REVIEW

Responsible Officer Mark Barrow, Executive Director
e-mail: mark.barrow@shropshire.gov.uk Tel: 01743 258919

1. Summary

- 1.1 The purpose of this report is to seek approval for a consultation document which identifies the preferred housing and employment sites to deliver the Council's preferred level and distribution of development across Shropshire during the period to 2036. The consultation document also sets out draft development guidelines and development boundaries for each of the named settlements which form part of Shropshire's settlement hierarchy, including those proposed to be identified as 'Community Hubs'. Draft policies to help deliver housing solutions which more closely match our local housing needs are also set out in the consultation, but the review of other detailed development management policies will not take place until a later stage.

2. Recommendations

- A. That Cabinet approves the draft consultation document on preferred sites (attached) for consultation subject to minor amendments and editing.
- B. That authority is delegated to the Director of Place in consultation with the Portfolio Holder for Planning and Housing Development to confirm the final version of the documents and to publish these for public consultation.

REPORT

3. Risk Assessment and Opportunities Appraisal

- 3.1 National planning policy and regulations requires the Council to maintain an up to date Development Plan to help deliver the identified development needs of the County. The Local Plan Review will provide an up to date and deliverable Plan for Shropshire and will help to maintain local control over planning decisions by ensuring that the adopted policies and proposals will be the primary consideration for decisions about development in Shropshire. Maintaining an up to date Local Plan will further support local growth by generating certainty for investment in local development and infrastructure through a policy framework that supports sustainable development in communities across the County, during the period to 2036.

- 3.2 An updated 'Project Plan' (called the Local Development Scheme) which describes the timetable for the Local Plan documents that are to be prepared over the next 3-year period was approved by Cabinet on 2 May 2018. The current consultation forms part of the 'targeted engagement on Preferred Options between October 2018 and April 2019'. However, there remain significant risks that could impact upon delivery of the Local Plan Review and these are described in the risk assessment in Appendix 2 of the LDS document: <https://www.shropshire.gov.uk/media/9709/approved-lds-2018-03-5-18.pdf>
- 3.3 The Local Plan Review consultation documents have been the subject of both a Sustainability Appraisal and a Habitats Regulation Assessment and copies of these assessments will be made available together with other relevant supporting evidence on the Council's planning policy web pages during the consultation period.

4. Financial Implications

- 4.1 Maintaining an up to date Local Plan provides Shropshire Council with the best possible opportunity to harness growth potential by providing a stable platform for investors and developers. Growth also provides an opportunity to secure contributions to help maintain and improve local facilities, services and infrastructure. New growth simultaneously imposes an additional burden on local services and provides opportunities to secure investment to improve local facilities which are the responsibility of Shropshire Council and other public service providers.
- 4.2 Financial implications may potentially arise from any slippage in the Local Plan Review timetable, leading to delays in Local Plan production with subsequent impacts on development management decision making, housing land supply and delivery, and infrastructure funding. Potential changes to national policy suggest that the government may apply sanctions in the form of reduced New Homes Bonus when an authority fails to meet its Plan preparation milestones.

5. Background

- 5.1 This is the third significant stage for public and stakeholder involvement in the partial review of the Local Plan. The main objective at this stage is to obtain feedback concerning our preferred sites to deliver the preferred scale and distribution of future housing and employment growth across the settlement hierarchy which was published in October 2017. In most cases, a majority of respondents supported the preferred approach published at that time. The consultation also provides an opportunity to start to test potential policy measures which we propose to introduce to address the growing mismatch between housing needs and the housing options available locally.

6. Identification of Preferred Sites

- 6.1. Around 2000 sites have been identified by the Council for potential allocation including responses to a 'call for sites' in January 2017. These sites have been carefully screened and assessed using a detailed assessment methodology which has been applied consistently across the county. This methodology has used available evidence and specialist advice from a both

council officers and consultant studies to assess the suitability of each site. A summary of the assessment methodology will be available on the Council's web pages during the consultation.

- 6.2. The consultation document identifies around 70 preferred sites across 56 separate settlements including Shrewsbury, the Principal and Key market towns and each proposed Community Hub in order to deliver the preferred scale and distribution of housing and employment growth during the period to 2036. The consultation also identifies development guidelines and development boundaries for these settlements. The guidelines which accompany each site identify known infrastructure issues and mitigation measures, although it is expected that these will be further refined before the new Local Plan is submitted for examination.

7. Policy Direction on Housing

- 7.1 Ensuring the availability of an appropriate quantity and type of housing to meet local needs is a recognised national and local priority. The availability of appropriate housing is a potential constraint on economic growth in Shropshire and actions and interventions to address this are an important contribution to the delivery of the Council's adopted Economic Growth Strategy.
- 7.2 Whilst Shropshire Council has adopted a positive and pro-active approach to delivering housing growth through the adopted Core Strategy and SAMDev plans, this has not always in practice delivered housing which helps to meet local needs. In qualitative terms, there has been a tendency for the type of housing to reflect the greatest marketability, which is for larger, detached properties. However, Shropshire is acknowledged as having a low-wage economy and such housing is therefore often beyond the means of local employees and existing residents. This issue presents a significant risk to economic growth since there is a clear and growing mismatch between housing needs and the housing options available locally.
- 7.3 In February 2018, the Portfolio Holder for Planning and Housing Development established a politically balanced Housing Member Advisory Group to provide him with informal advice regarding qualitative issues such as the type and affordability of housing. This group has helped to identify and shape a range of pro-active interventions which Shropshire Council could adopt to more closely manage qualitative aspects of housing alongside ensuring that a sufficient quantity of housing is delivered to meet local needs. The policy direction which is outlined in the 'Preferred Sites' consultation provides an opportunity to test local opinion about one potential approach to tackling these issues.

8. Green Belt Review

- 8.1. Consistent with the recommendations of the SAMDev Planning Inspector in 2015, Shropshire Council has commissioned an independent review of the Shropshire Green Belt. The first stage of the review resulted in the preparation of a Green Belt Assessment which appraises the current performance of the Shropshire Green Belt against the aims and purposes set out in national policy. The second stage has involved preparation of a

detailed Green Belt Review which supplements the findings of the initial Green Belt Assessment and examines the potential for areas to be removed or added to the Green Belt, either to recognise the urbanised character of the land, to provide land for future development and to safeguard land to satisfy future needs where this can be justified against potential alternatives. The outcome of this work has helped inform the identification of land for both development during the new plan period to 2036 and for long term safeguarding for development for future plan periods beyond 2036.

9. Gypsy & Traveller Sites

- 9.1. As well as making provision for traditional 'bricks and mortar' dwellings, national planning policy places a requirement on local authorities to provide for permanent and transit site accommodation needs for gypsies and travellers their area over the Plan period.
- 9.2. Some general provision has been made in recent years through the expansion of existing Council sites and through private sites brought forward through the planning application process. However, there remains a requirement for a permanent site for Travelling Showpeople; site(s) for transit provision; and potentially the need for more general provision.
- 9.3. The search for appropriate sites for transit and Travelling Showpeople is ongoing, however in order to seek to provide a range of deliverable options for all types of sites a specific call for gypsy and traveller sites will included as part of the forthcoming consultation.

10. Next steps

- 8.1 Continuing member involvement will be important in accordance with the Local Member Protocol and this will help to support the work of the Local Plan Member Group which continues to meet regularly and has helped to shape the current consultation documents.
- 8.2 The consultation will be undertaken in line with the standards set out in the Council's published Statement of Community Involvement (SCI) and national guidance. Consultation documents will be made available on the Shropshire Council web-site, and paper copies will be provided at libraries and council offices in the main towns. A significant number of organisations and individuals will continue to be notified directly of the publication of the consultation documents in accordance with the SCI. Electronic responses are encouraged to reduce printing and distribution costs and to reduce the time spent collating and analysing paper responses. Officers expect to continue to engage directly with individual parish and town councils during the consultation period to help them to explore the implications of the proposed approach in their local context.
- 8.3 The consultation responses will be used to inform the next stages of the Local Plan review with a further targeted consultation on strategic sites planned during Spring 2019. This will be followed by formal consultation on a full 'Pre-Submission' version of the revised Local Plan in late autumn 2019, after which the Council expects to formally submit the Local Plan, together with any formal objections, for examination by the Planning Inspectorate in December 2019.

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)

- Sustainability Appraisal (SA)
- Habitats Regulations Assessment (HRA)
- Equality and Social Inclusion Impact Assessment (ESIIA)
- Local Plan Review Consultation Statement

These documents will be made available from: <http://shropshire.gov.uk/planning-policy/local-plan/local-plan-partial-review-2016-2036/> during the consultation period.

Cabinet Member (Portfolio Holder)

Robert Macey, Portfolio Holder for Planning and Housing Development

Local Members

All

Appendices

- Consultation on the Preferred Sites for the partial review of the Shropshire Local Plan 2016-2036;

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**Shropshire Local Plan Review
Consultation on Preferred Sites**

Consultation Period: Thursday 29 November 2018 – Thursday 31 January 2019

Scope of the consultation

Topic of this consultation:	This consultation document seeks views on preferred site allocations for the review of the Shropshire Local Plan. The document: 1. Outlines a Housing policy direction to improve the delivery of local housing needs; 2. Establishes development guidelines and development boundaries for Shrewsbury, Principal and Key Centres and each proposed Community Hub; 3. Sets out the preferred sites to deliver the preferred scale and distribution of housing and employment growth during the period to 2036.
Scope of this consultation:	We are seeking views of all parties with an interest in the preferred development strategy and sites in these identified locations, so that relevant views and evidence can be taken into account in deciding the best way forward.
Geography:	These proposals relate to the administrative area of Shropshire Council.
Impact assessment:	The Preferred Sites consultation document has been subject to Sustainability Appraisal; has been screened under The Conservation of Habitats and Species Regulations 2010; and has been subject to an Equality and Social Inclusion Impact Assessment (ESIIA). The reports of these assessments are available on the Council's website.
Duration:	This consultation will run from Thursday 29 th November 2018 and will conclude on Thursday 31 st January 2019.
After the consultation:	We plan to issue a summary of responses on the Council's website within three months of the closing date of the consultation.

How to respond to this consultation

The consultation will be undertaken in line with the standards set out in the Council's published Statement of Community Involvement (SCI) and national guidance.

Consultation documents will be made available on the Shropshire Council web-site, and paper copies will be provided at libraries and council offices in the main towns.

A significant number of organisations and individuals will be notified directly of the publication of the consultation documents by email in accordance with the SCI.

To respond to this consultation, please use the questionnaire available on the Shropshire Council website at: [\[insert weblink\]](#)

Once completed, this questionnaire can be submitted by:

Email to: planningpolicy@shropshire.gov.uk or

Post to: Shropshire Council, Planning Policy & Strategy Team, Shirehall, Shrewsbury, SY2 6ND

Confidentiality and data protection

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information legislation (primarily the Freedom of Information Act 2000, the Data Protection Act 2018 and the Environmental Information Regulations 2004).

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1. Introduction

Preferred Site Allocations

- 1.1 This consultation invites feedback on the preferred sites which are required to deliver the preferred development strategy for Shropshire for the period 2016-2036. Shropshire Council consulted on the preferred development strategy for Shropshire in October 2017.
- 1.2 This draft consultation document:
 - a. Outlines a housing policy direction to improve the delivery of local housing needs
 - b. Establishes development guidelines and development boundaries for Shrewsbury, Principal and Key Centres and each proposed Community Hub;
 - c. Sets out the preferred sites to deliver the preferred scale and distribution of housing and employment growth during the period to 2036;

Preferred Development Strategy

The preferred development strategy seeks to make the best use of the strategic advantages of Shropshire's geographic location to support a sustainable pattern of future growth over the period 2016-36 and to support the growth aspirations of neighbouring areas, particularly in the north and east of the County. The preferred strategy will help support the 'step change' in economic productivity and quality of employment which is set out in our new Economic Growth Strategy.

The key proposals are:

- **'High' housing growth of 28,750 dwellings, equivalent to an average delivery rate of 1,430 dwellings per year for the whole of Shropshire;**
- **Existing housing completions, commitments and allocations amount to around 18,500 dwellings, so the net additional housing now required is around 10,250 dwellings;**
- **Balanced employment growth to deliver around 300 hectares of employment development at an average rate of 15 hectares of employment land per year;**
- **The existing employment land supply amounts to 223ha, giving a net requirement for around 80ha of new employment land. However, this is a minimum requirement and some additional land over and above this minimum is likely to be needed;**
- **An 'Urban Focused' distribution of development:**
 - Shrewsbury – around 30%
 - Principal Centres – around 24.5%
 - Key Centres – around 18%
 - Rural Areas – around 27.5%
- **Development at strategic sites such as Ironbridge Power Station and Clive Barracks, and potential new Garden Village settlements in strategic locations;**

- **Potential release of Green Belt land to support our long term sustainability;**
- **Identify named Community Hubs with individual development guidelines and boundaries and site allocation where appropriate;**
- **Maintain existing and create new Community Clusters where Parish Councils have chosen to ‘opt-in’. Apply criteria-based policies to manage development in Community Clusters; and**
- **Continue to strictly control new market housing in the countryside whilst supporting new affordable housing for local needs and small scale employment opportunities in appropriate locations.**

Why are we reviewing the Local Plan?

- 1.3 The Shropshire Local Plan currently comprises the Core Strategy (adopted 2011) and the Site Allocations and Management of Development (SAMDev) Plan (adopted 2015), together with the adopted Neighbourhood Plans for Much Wenlock and Shifnal. These documents set out proposals for the use of land and policies to guide future development in order to help to deliver sustainable growth in Shropshire for the period up to 2026.
- 1.4 Local Planning Authorities are required to keep under review any matters that may affect the development of its area. Shropshire Council has determined to undertake a Local Plan Review in order to; allow the consideration of updated information on development needs within the Country; reflect changes to national policy and our local strategies; to extend the Plan period to 2036; and to provide a plan which will help to support growth and maintain local control over planning decisions during the period to 2036. Maintaining an up to date Local Plan will support local growth by generating certainty for investment in local development and infrastructure through a policy framework that establishes an up to date and objective assessment of development needs and supports sustainable development in Shropshire during the period to 2036.
- 1.5 The overall strategic approach of focusing growth in Shropshire’s Strategic Centre; Principal Centres and Key Centres, whilst enabling some controlled development in rural areas to maintain local sustainability, remains the preferred development strategy. Many of the existing policies in the Core Strategy and SAMDev do not need to be amended and will be carried forward as part of the new Plan. The review will therefore focus on key areas of change, including options for the level and distribution of new housing and strategies for employment growth during the period to 2036, together with any amended policies and new site allocations which are needed to demonstrate that these requirements can be delivered. The existing Core Strategy and SAMDev Plan will remain in force until any new Plan is adopted. This is anticipated to occur during 2019-20.
- 1.6 The product of the review will be a new Local Plan document which merges the Core Strategy & SAMDev Plans and contains both strategic policies and more applied policies which primarily inform planning decisions, together with existing (and unimplemented) sites and new site allocations.

Strategic Objectives of the Local Plan Review

- 1.7 The strategic objectives, policies and proposals in the current Local Plan have either been in place since the adoption of the Core Strategy in 2011 or since the adoption of the SAMDev Plan in 2015. It is considered that many of the objectives of the current Local Plan remain relevant to the sustainable development of Shropshire during the extended Plan period to 2036.
- 1.8 The following strategic objectives are proposed for the Local Plan Review:
- i. Provide an appropriate development strategy for Shropshire for the period 2016-2036 within an up to date Development Plan for Shropshire which is fully compliant with the National Planning Policy Framework (NPPF);
 - ii. Ensure a deliverable Development Plan for Shropshire which secures a five year land supply for both housing and employment development and maintains the primacy of the Local Plan in decision making, in accordance with the up to date policy framework of the Plan;
 - iii. Support the development of sustainable communities which are thriving, inclusive and safe, ensuring that people in all areas of Shropshire have access to decent affordable homes, jobs, education and training and the resources necessary to start well, live well and age well (Core Strategy Objective 1);
 - iv. Develop the roles of Shrewsbury as a sub-regional 'Strategic Centre', and Shropshire's Principal and Key Centres as more sustainable and self-sufficient settlements, providing the main focus for new housing, employment and infrastructure development (Core Strategy Objective 2);
 - v. Support rural communities through the delivery of local housing and employment opportunities appropriate to the role, size and function of each settlement (Core Strategy Objective 3);
 - vi. Promote sustainable economic development and growth by providing a flexible and responsive supply of employment land and premises, and the development of further/higher education and training opportunities, to support business development, satisfy the changing needs and demands of the Shropshire economy, promote inward investment, and help generate skilled, well paid employment opportunities (Core Strategy Objective 6);
 - vii. Support the development of sustainable tourism, rural enterprise, broadband connectivity, diversification of the rural economy, and the continued importance of farming and agriculture (Core Strategy Objective 7).
 - viii. Promote high quality design and ensure that development responds to its local context and creates safe, accessible and attractive places (adapted from Core Strategy Objective 10);
 - ix. Ensure that the character, quality and diversity of Shropshire's built, natural and historic environment are protected, enhanced and, where possible, restored, in a way that respects landscape character, biodiversity, heritage values, and local distinctiveness, and contributes to wider environmental networks across the County (Core Strategy Objective 11);
 - x. Improve the quantity, quality and accessibility of multifunctional open space, rights of way, and sport, recreation and cultural facilities to provide

varied opportunities for people of all ages to enjoy physical activity, cultural activities and lifetime learning, helping to improve health and well-being (Core Strategy Objective 12).

Strategic Context

- 1.9 Shropshire is a large, diverse but predominantly rural, inland County. However, Shropshire does not operate in isolation; it is influenced by cross boundary interactions with adjacent areas including Herefordshire, Worcestershire, the Borough of Telford and Wrekin, Staffordshire, the West Midlands conurbation, Cheshire and areas across the English-Welsh border. These include: cross border service provision such as shopping, health, education and leisure; transport links and commuting patterns; any inter-dependencies between housing markets and economic areas; and protection of the Green Belt and our landscape, historic and natural environments. These interactions are the subject of on-going discussions with neighbouring planning authorities under our 'Duty to Co-operate'. The spatial context for the Local Plan Review is described in detail in the Authority Monitoring Report (AMR) which is available on the Council's web pages. More detailed facts, figures and trends concerning the Shropshire context are also available on the Council's webpages at: <http://shropshire.gov.uk/facts-and-figures>

Shropshire: Strategic Challenges and Opportunities

- 1.10 The existing Local Plan and particularly the Core Strategy was prepared against the backdrop of the global economic recession which significantly affected the economies of both the UK and Shropshire. The current Local Plan sought to assist economic recovery and this has now started to take effect across Shropshire under the positive influence of its objectives, policies and development strategies.
- 1.11 The influence of the Local Plan and the resurgence of demand and investment in Shropshire have coincided with proposed national infrastructure and investment programmes within the UK economy, which present further opportunities for Shropshire. The national agenda for political and administrative devolution has brought forward the Combined Authority for the West Midlands conurbation and the drive towards establishing the Midlands Engine to channel investment into the region. This agenda has also created further opportunities associated with the earlier devolution of authority to Greater Manchester, as part of the drive to create the Northern Powerhouse, providing a second route to channel investment into the west and north of England.
- 1.12 These emerging channels for investment are expected to be helpfully drawn together by the national infrastructure investment in the High Speed 2 (HS2) rail link, providing a rapid transit route between the south-east region and the regions of the north to encourage investors to look beyond the London conurbation and the Home Counties. HS2 will deliver a close link to Shropshire through the proposed interchange in Cheshire. This will provide a further channel for investment through a proposed investment zone located around the Northern Gateway centred on Crewe.

- 1.13 The emergence of these exciting investment opportunities in the sub-regions around Shropshire is timely and supports the decision to undertake an early Local Plan Review. The Local Plan Review will therefore ensure that future housing and employment land requirements and policies help meet Shropshire's future needs and capture the opportunities in and around the County.
- 1.14 The past few years have seen a change in Shropshire's fortunes with the scale of investment evident in the widespread resurgence of residential development and key investments by existing businesses across the County. This resurgence in the County was set against the backdrop of the healthy projections for the UK economy for over 2% growth through 2017. However, the national economy and the fortunes of the County may be further challenged by the decision to leave the European Community as a result of the outcome of the referendum on membership of the EU in the summer of 2016 and the negotiations on the UK exit strategy which have now commenced. These factors also influence the scope of the Local Plan Review.
- 1.15 In light of this context, the following strategic opportunities and challenges have been identified:

Opportunities

- i. The Combined Authority for the West Midlands brings together the metropolitan authorities within adjoining areas to drive forward the Midlands Engine. Shropshire has the potential to benefit from this enterprise via the M54 corridor and the strategic highway network linking together key investment locations at Wolverhampton, Telford, Shifnal, Albrighton and Bridgnorth; at major redevelopment locations which include Clive Barracks, Tern Hill near Market Drayton and the former Ironbridge Power Station; and at those created around RAF Cosford;
- ii. The Northern Powerhouse and Northern Gateway together aim to re-invigorate the North West region. The Northern Gateway will drive the creation of an investment zone around the HS2 interchange at Crewe with the effects extending through physical proximity and journey time/distance into the Shropshire economy. This is expected to create direct opportunities for the northern market towns of Whitchurch, Market Drayton and Wem.
- iii. The positive effects of the northern investment potential will also be experienced through the rail network with the potential to influence other areas of the County.
- iv. The opportunities created through these external influences are expected to enhance the investments being delivered within Shropshire and in the adjoining areas of the Local Enterprise Partnership in Telford & Wrekin and Hereford. The joint working within this partnership will be led and influenced through the Strategic Economic Plan being refreshed along with Shropshire Local Plan Review.

Challenges

- i. The focus of the HS2 investment will be located to the north of Shropshire and will attract significant interest from other sub-regions similarly affected by this nationally significant infrastructure investment. Shropshire needs to

be able to understand the nature of the demands to be created by HS2 and ensure that some of these investment needs are met within the County.

- ii. Shropshire recognises the opportunities to be derived from other national and sub-regional investments and from the investment and potential of its own vibrant local economy. The County places a premium on the promotion of economic growth but will need to understand and address the barriers to investment and growth to translate this demand into employment and prosperity.
- iii. Shrewsbury and Oswestry as the main centres for economic investment expect to see their current principal employment sites come to completion during the Plan period to 2036. Whilst new land is available in these locations and in other Principal and Key Centres, there is a need to further replenish the supply and bring forward a readily available supply of accessed and serviced land for investment.

Evidence Base

- 1.16 The Local Plan Review will be informed by an extensive evidence base which will be made available through the Council's web pages at:
<http://shropshire.gov.uk/planning-policy/local-plan/local-plan-partial-review-2016-2036/>

Sustainability Appraisal and Habitat Regulations Assessment

- 1.17 The Preferred Sites consultation document has been subject to Sustainability Appraisal in line with the Environmental Assessment of Plans and Programmes Regulations 2004. A report of the appraisal will be available during the consultation period on the Council's webpage for its Local Plan evidence base.
- 1.18 The Preferred Options: Scale and Distribution of Development document has also been screened under The Conservation of Habitats and Species Regulations 2010 (as amended) and a Preferred Options: Scale and Distribution of Development Habitats Regulations Assessment (HRA) Screening Report will be available during the consultation period on the Council's webpage for its Local Plan evidence base. This has identified potential impacts on Natura 2000 sites arising from increased recreational pressure, water quality and air pollution. Further work to investigate these will be carried out via targeted consultation of the HRA Screening Report with Natural England, Natural Resources Wales and the Environment Agency.

Consultation on Preferred Scale and Distribution

- 1.19 Shropshire Council consulted on preferred options for the scale and distribution of future growth in October 2017. A summary of the responses to this consultation are available on the Shropshire Council website at:
www.shropshire.gov.uk/media/9632/preferred-scale-and-distribution-of-development-consultation-response-summary.pdf

- 1.20 The current document has taken into account the responses which were received and sets out preferred sites to deliver the Council's preferred scale and distribution of growth.

Hierarchy of Settlements

- 1.21 The Community Hubs identified in this consultation are derived from the application of the 'Hierarchy of Settlements' methodology previously adopted by the Council's Cabinet in October 2017. This methodology has been applied using the best available information about local facilities, services and infrastructure, including feedback from previous consultation and informal consultation with representatives of the local community. The threshold for the identification of a settlement as a Community Hub remains unchanged from that on which we previously consulted in October 2017.

Identification of Preferred Sites

- 1.22 Around 2,000 sites have been identified by the Council for potential allocation including responses to a 'call for sites' in January 2017 and previous stages of consultation on the Local Plan Review. These sites have been carefully assessed using a detailed assessment framework which has been applied consistently across the county. This framework has used available evidence from a variety of sources to assess the suitability of each site. The guidelines which accompany each site identify known infrastructure issues and mitigation measures, although it is expected that these will be further refined before the new Local Plan is submitted for examination.
- 1.23 The site assessment process has consisted of three key stages, these are:
1. Stage 1: The Strategic Land Availability Assessment (SLAA). This consisted of a strategic screen and review of sites.
 2. Stage 2: Detailed screen of sites. This screening exercise was informed by consideration of a sites availability, size and whether there were obvious physical, heritage or environmental constraints present, based on the strategic assessment undertaken within the SLAA.
 3. Stage 3: Detailed site review. This stage was informed by assessments undertaken by Highways; Heritage; Ecology; Trees; and Public Protection Officers; various studies, including a Landscape and Visual Sensitivity Study and Strategic Flood Risk Assessment; consideration of infrastructure requirements and opportunities; and other strategic considerations and professional judgement.

Call for Sites – Gypsies and Travellers

- 1.24 As well as making provision for traditional 'bricks and mortar' dwellings, national planning policy places a requirement on local authorities to plan for and meet evidenced pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople to address the likely permanent and transit site accommodation needs of their area over the Plan period.
- 1.25 Some general provision has been made in recent years through the expansion of existing Council sites and through private sites brought forward through the

planning application process. However, there remains a requirement for a permanent site for Travelling Showpeople; site(s) for transit provision; and potentially the need for more general provision.

- 1.26 The search for appropriate sites for transit and Travelling Showpeople is ongoing, however in order to seek to provide a range of deliverable options for all types of sites a specific call for gypsy and traveller sites will occur alongside this consultation.

What Happens Next?

- 1.27 We will publish a summary of the responses to this Preferred Options consultation on our web pages. The comments we receive will be used to inform the further development of the Local Plan Review.

2. Delivering Local Housing Needs

Cross subsidy Exception Sites

Explanation

- 2.1. Ordinarily, local needs affordable housing will be met through the delivery of exception site development with a mixture of low cost home ownership (usually shared ownership) and rented tenure, or as otherwise indicated by evidence of a Housing Need Survey. However, the reality of bringing exception sites forward is challenged by a number of issues including; availability of land, complexities of funding, economics of development, public perception and willingness of a land owner to release land. Paragraph 77 of the NPPF encourages Local Planning Authorities to support various opportunities to bring forward rural exception sites that will provide affordable housing to meet identified local needs, and to consider whether allowing some market housing on these sites would better facilitate this. The open market housing is justified in terms of enabling affordable housing, through cross subsidy, to be delivered, not vice versa.
- 2.2. On a cross subsidy site a proportion of the housing on the exception site would be a form of low cost or open market home ownership of sufficient value to the developer to allow them to 'cross subsidise' the affordable homes on the same site, which without such cross subsidy would be unviable. The number of market homes proposed would be the minimum necessary to deliver the affordable element of the scheme that addresses the affordable housing needs of the local community. This approach could increase the number of sites coming forward as exception sites as landowners may be encouraged to dispose of land partly to provide affordable dwellings as the inclusion of market value homes could be seen to incentivise the early release of land.
- 2.3. Cross subsidy schemes could increase the range of low cost home ownership options, including the supply of suitable plots for the single plot exception scheme (build your own affordable home) together with discounted sale dwellings, shared ownership dwellings and entry level homes to buy. The site would also include a level of rented accommodation to reflect local need.

Delivery Mechanism

- 2.4. It is envisaged that this approach is both proactive and reactive and provides flexibility for a range of mechanisms to be delivered by: a) Registered Providers; b) Small scale developers/landowners; c) Community-Led schemes; and/or d) a Local Housing Company. Schemes will only be supported where they can demonstrate identified housing need including the market element of the proposal.

Financial

- 2.5. Considerations to be applied:
 - i. It is acknowledged that there is likely to be significant variations to both the number of market houses required and the sale value of the market

housing needed to deliver the affordable and low-cost home ownership dwellings. Viability will be assessed on a site by site basis to ensure that the emphasis is on the delivery of affordable homes.

OR

- ii. based on set percentages of each tenure irrelevant of site viability but influenced by county wide viability report undertaken as part of the Plan Review

Site location

- 2.6. The sites will be regarded as exception sites and will need to meet the criteria in terms of site suitability and sustainability; the approach to rural development will align itself with that proposed in the review of the local plan in regard to hubs and clusters. All sites will be subject to Development Management considerations.

3. Settlement Strategies

3.1. The table below identifies proposed housing guidelines for the Strategic Centre, Principal Centres, Key Centres and proposed Community Hubs for the period from 2016 to 2036. It also identifies the completions achieved within the first year of the Local Plan Review period (2016/17); existing commitments (sites with Planning Permission, Prior Approval or Allocation within the current Local Plan, as at the 31st March 2017); the capacity of any preferred allocations with each settlement; and the resultant windfall allowance:

Proposed Residential Guidelines 2016-2036						
Settlement	Proposed Housing Guideline 2016-36	Completions in the Plan Period (2016/17)	Existing Commitments & Allocations (at 31 st March 2017)	Additional Provision Required	Capacity of Proposed Housing Allocations	Remaining Windfall Allowance
Strategic Centre						
Shrewsbury	8,625	733	4,246	3,646	2,150	1,496
Principal Centres						
Widgnoth	1,500	23	565	912	850	62
Sudlow	1,000	14	840	146	84	62
Market Drayton	1,200	20	539	641	625 ¹	16
Oswestry	1,800	47	1,524	229	200	29
Whitchurch	1,600	90	956	554	440	114
Key Centres						
Albrighton	500	12	247	241	195	46
Bishop's Castle	150	1	74	75	68	7
Broseley	250	42	145	63	55	8
Church Stretton	250	9	110	131	110	21
Cleobury Mortimer	200	1	61	138	138 ²	
Craven Arms	500	32	377	911	0	91
Ellesmere	800	38	602	160	160	0
Highley	250	59	69	122	120	2
Much Wenlock	150	0	45	105	80	25
Shifnal	1,500	197	987	328	180	148
Wem	600	64	231	305	210	95

¹This consists of the estimated amount of housing to be delivered through sites identified in the proposed Market Drayton Neighbourhood Plan (500 dwellings) and additional housing proposed to be allocated through the Local Plan Review.

²The amount of development to be delivered through site allocations and through windfall development will be determined by the Cleobury Mortimer Neighbourhood Plan.

Shropshire Local Plan Review: Consultation on Preferred Sites
November 2018

Proposed Residential Guidelines 2016-2036						
Settlement	Proposed Housing Guideline 2016-36	Completions in the Plan Period (2016/17)	Existing Commitments & Allocations (at 31 st March 2017)	Additional Provision Required	Capacity of Proposed Housing Allocations	Remaining Windfall Allowance
Community Hubs						
Bishop's Castle Place Plan Area						
Bucknell	100	0	75	25	20	5
Chirbury	45	0	29	16	14	2
Clun	95	4	63	28	20	8
Worthen and Brockton	35	-1	8	28	25	3
Bridgnorth Place Plan Area						
Alveley	130	6	25	100	70	29
Ditton Priors	65	0	24	40	40	1
Ludlow Place Plan Area						
Burford	100	1	3	96	96 ³	
Clee Hill	75	2	47	26	20	6
Market Drayton Place Plan Area						
Minstock	155	0	106	49	35	14
Modnet	105	0	53	52	40	12
Moore, Irelands Cross and Pipe Gate	88	0	58	30	0	30
Minsterley and Pontesbury Place Plan Area						
Minsterley	155	24	89	42	20	22
Pontesbury	175	7	106	62	40	22
Much Wenlock Place Plan Area						
Cressage	80	0	2	78	65	13
Oswestry Place Plan Area						
Gobowen	390	5	266	119	100	19
Kinnerley	60	1	36	23	0	23
Knockin	55	0	24	31	25	6
Llanymynech	125	6	68	51	50	51
Pant	70	1	17	52	45	7
Ruyton XI Towns	125	8	14	103	65	38
St Martins	355	44	175	136	95	41

³The matter of future land allocations for housing and employment development in Burford will be clarified in a later consultation on the Local Plan review.

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Proposed Residential Guidelines 2016-2036						
Settlement	Proposed Housing Guideline 2016-36	Completions in the Plan Period (2016/17)	Existing Commitments & Allocations (at 31 st March 2017)	Additional Provision Required	Capacity of Proposed Housing Allocations	Remaining Windfall Allowance
Trefonen	55	0	5	50	0	50
West Felton	130	1	65	64	60	4
Weston Rhyn	155	8	46	101	100	1
Whittington	200	16	95	89	70	19
Shrewsbury Place Plan Area						
Baschurch	360	48	224	88	55	33
Bayston Hill	200	10	19	171	150-160	11-21
Bicton	30	1	2	27	15	12
Bomere Heath	110	0	40	70	55	15
Cross Houses	130	0	78	52	40	12
Dorrington	150	13	64	69	69 ⁴	
Ford	100	3	28	69	50	19
Sanwood	50	0	35	15	0	15
Songden	50	14	12	24	0	24
Wesscliffe	120	1	105	14	0	14
Wem Place Plan Area						
Clive	40	0	2	38	25	13
Hadnall	125	8	65	52	40	12
Shawbury	150	1	55	94	80	14
Whitchurch Place Plan Area						
Prees	170	8	98	64	35	29

⁴The amount of development to be delivered through site allocations and through windfall development will be determined by the Condover Parish Neighbourhood Plan.

3.2. The table below identifies proposed employment land guidelines for the Strategic, Principal and Key Centres for the period from 2016 to 2036. It also identifies existing commitments (sites with Planning Permission, Prior Approval or Allocation within the current Local Plan, as at the 31st March 2017); the capacity of any preferred allocations within each settlement; and the resultant windfall allowance:

Proposed Employment Land Guidelines 2016-2036					
Settlement	Proposed Employment Guideline 2016-36 (ha)	Existing Commitments and Allocations (ha)	Additional Provision Required (ha)	Capacity of Proposed Employment Allocations (ha)	Remaining Windfall Requirement (ha)
Strategic Centre					
Shrewsbury	91	41	50	65	0
Principal Centres					
Bridgnorth	28 ⁵	12	16	16	0
Ludlow	11	7	4	4	0
Market Drayton	13	35	0	0	0
Oswestry	19	57	0	0	0
Whitchurch	17	20	0	0	0
Key Centres					
Albrighton	5	0	5	0	5 ⁶
Bishop's Castle	2	3	0	0	0
Broseley	3	1	2	0	2
Church Stretton	3	1	2	0	2
Cleobury Mortimer	2	1	1	1 ⁷	
Craven Arms	5	14	0	0	0
Ellesmere	8	9	0	0	0
Highley	3	2	1	0	1
Much Wenlock	2	1.5	0.5	0	0.5
Shifnal	40 ⁸	2	38	38	0
Wem	6	4	2	0	2

⁵This consists of the preferred employment land guideline and identified additional provision to address local circumstances.

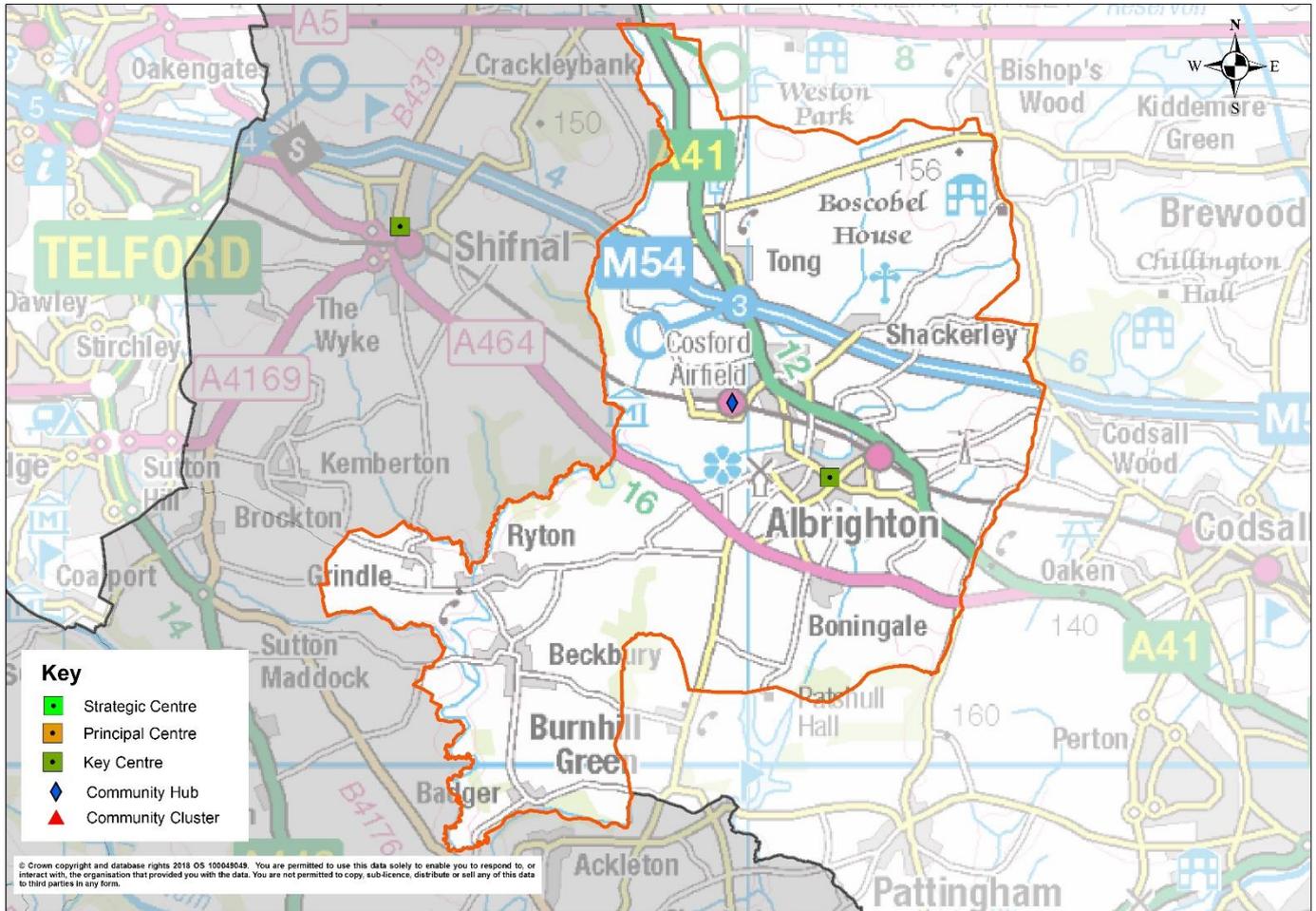
⁶It is proposed that no land will be allocated for employment development at Albrighton within the Local Plan Review, rather the need for additional employment land will be assessed in the context of proposals for the development of a strategic development site in the M54 corridor, which will be addressed within a future stage of consultation.

⁷The amount of development to be delivered through site allocations and through windfall development will be determined by the Cleobury Mortimer Neighbourhood Plan.

⁸This consists of the preferred employment land guideline and identified additional provision to address local circumstances.

4. Albrighton Place Plan Area

4.1. The Albrighton Place Plan Area is located in east Shropshire. The Place Plan area contains the Key Centre of Albrighton; Cosford village and RAF base; and numerous other small villages and hamlets.



Settlement Type	Settlement Name
Key Centre:	Albrighton
Community Hubs:	Cosford
Community Clusters:	N/A

4.2. If your village is not included in the list of proposed Community Hubs or Community Clusters above, then this means that it will be 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies.

Key Centre: Albrighton

- 4.3. Albrighton has been identified as a proposed key centre. The town lies 7 miles from both Telford to the west and Wolverhampton to the east. It benefits from excellent access to the M54 and A41 and has a railway station on the Wolverhampton to Shrewsbury Line.
- 4.4. The town is surrounded (with the exception of an area of land on the eastern edge of the settlement, which has been safeguarded for future development), by the metropolitan Green Belt.
- 4.5. To the north-west of Albrighton lies Cosford village and RAF base. Whilst Albrighton and Cosford have very distinct and separate identities, due to their proximity there is a strong inter-play between them.
- 4.6. In 2016, Albrighton had an estimated population of 4,870 people and contained 2,205 dwellings. Albrighton generally has an older age structure than the average for Shropshire and England, however interestingly there is also a higher percentage of the population that are of working age (approximately 75% of the population) than the average for Shropshire (approximately 60%), the West Midlands (approximately 62%) and Great Britain (approximately 63%).
- 4.7. Within Albrighton two sites were allocated for residential development within the current Local Plan. The smaller allocation to the south of Albrighton benefits from outline planning permission. The larger allocation to the east of Albrighton benefits from Outline/Reserved Matters Approval for Phase 1 of the development. There remains land safeguarded for future development to the east of Albrighton, beyond the current site allocation.
- 4.8. Key planning issues for Albrighton include the need to provide more affordable and low-cost market housing and identification and delivery of employment land.
- 4.9. Identified critical infrastructure priorities for Albrighton include:
 - Consideration of the need for additional primary and secondary school provision.
 - Local and strategic highway improvements.
 - Provision of additional leisure, recreation, and amenity facilities.
 - Provision of a replacement GP surgery.
 - Further information on infrastructure constraints and priorities are available within the Albrighton Place Plan.
- 4.10. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.
- 4.11. A detailed profile of the key centre of Albrighton is available here: <https://shropshire.gov.uk/media/9680/albrighton.pdf>

Development Strategy

- 4.12. Albrighton will act as a key centre and contribute towards the strategic growth objectives in the east of the County.
- 4.13. Albrighton currently benefits from an existing Neighbourhood Plan 'Light' (adopted June 2013), a Community Led Plan which was endorsed and adopted for development management purposes by Shropshire Council in September 2013. The document informed and provides policies that supplement those in the existing adopted Local Plan.

- 4.14. The Local Plan Review will seek to achieve balanced housing and employment growth within Albrighton, through the provision of around 500 dwellings and around 5 hectares of employment development between 2016 and 2036.
- 4.15. In 2016-17, 12 dwellings were completed and a further 247 dwellings were committed through planning permission, prior approval or site allocation. Therefore, a further 241 dwellings will need to be identified on new housing sites to support the housing growth objectives of the Local Plan Review.
- 4.16. Recently Albrighton has delivered new housing at a relatively modest rate, which partly reflects the constraints of the Green Belt. The annual build rate required over the Local Plan Review period is some 25 dwellings per year. It is recognised that a step change in delivery will be required to support the housing guideline for the settlement, but this is considered to be achievable.
- 4.17. A significant new housing development north of Kingswood Road was allocated in the current Local Plan and is expected to be delivered in the first part of the Local Plan Review period.
- 4.18. To assist the economic growth objectives for the County, it is considered that around 5 hectares of employment land should be delivered in the area.
- 4.19. Additional land opportunities will need to recognise the presence of numerous heritage and natural environment assets in and around the town; areas of flood risk; and importantly the towns setting, inset within the Green Belt.
- 4.20. It is proposed that two adjacent sites will be allocated for residential development. The site identification process has focused on safeguarded land as this has been previously removed from the Green Belt for the purpose of providing for future development. These sites represent the full extent of the remaining land currently safeguarded for future development within Albrighton.
- 4.21. Having considered the availability, achievability and viability of sites in and around Albrighton for employment development, it is proposed that no land will be allocated for employment development at Albrighton within the Local Plan Review, rather the need for additional employment land will be assessed in the context of proposals for the development of a strategic development site in the M54 corridor, which will be addressed within a future stage of consultation.
- 4.22. The National Planning Policy Framework (NPPF) states that *“once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period. Where a need for changes to Green Belt boundaries has been established through strategic policies, detailed amendments to those boundaries may be made through non-strategic policies, including neighbourhood plans”*⁹.
- 4.23. To inform the Local Plan Review, a Green Belt Assessment and Review has therefore been undertaken and consideration of the need to release land from the Green Belt for allocation/safeguarding for future development will occur.

⁹ CLG, (2018), NPPF - Paragraph 136

- 4.24. To complement the preferred allocations, and provide long term locations for growth, it is proposed that three sites will be removed from the Green Belt and safeguarded for future development beyond the current Plan Period to 2036.
- 4.25. Whilst much of the land to the south of Albrighton has been assessed in the Green Belt review as having a high level of harm of release from the Green Belt, the proposed safeguarded areas ALB014/P36 and P35 individually, largely incorporate sub-parcels resulting in a lesser harm if released. P35 in particular is identified as separated from the wider Green Belt countryside by the A41 to the east and Kingswood Road to the south. The sub-parcel of land identified for safeguarding at P32 is contained by the A41 to the North and railway line to the South and is individually assessed as having a lower level of harm of release.
- 4.26. Although the combined effects of release may be greater, it is considered that justifiable exceptional circumstances for release exist given that in the absence of these areas of safeguarded land, there would be no remaining safeguarded land and limited opportunities to meet future development requirements. There will be scope to offset potential adverse impacts by achieving improvements to the 'environmental quality and accessibility' of remaining Green Belt as required by national policy.

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	500
Dwellings completed in 2016-17*	12
Dwellings committed as at 31 st March 2017*	247
Remaining dwelling requirement to be identified	241
Dwellings to be allocated	195
Balance/Windfall allowance**	46

**Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.*

Summary of employment land requirements

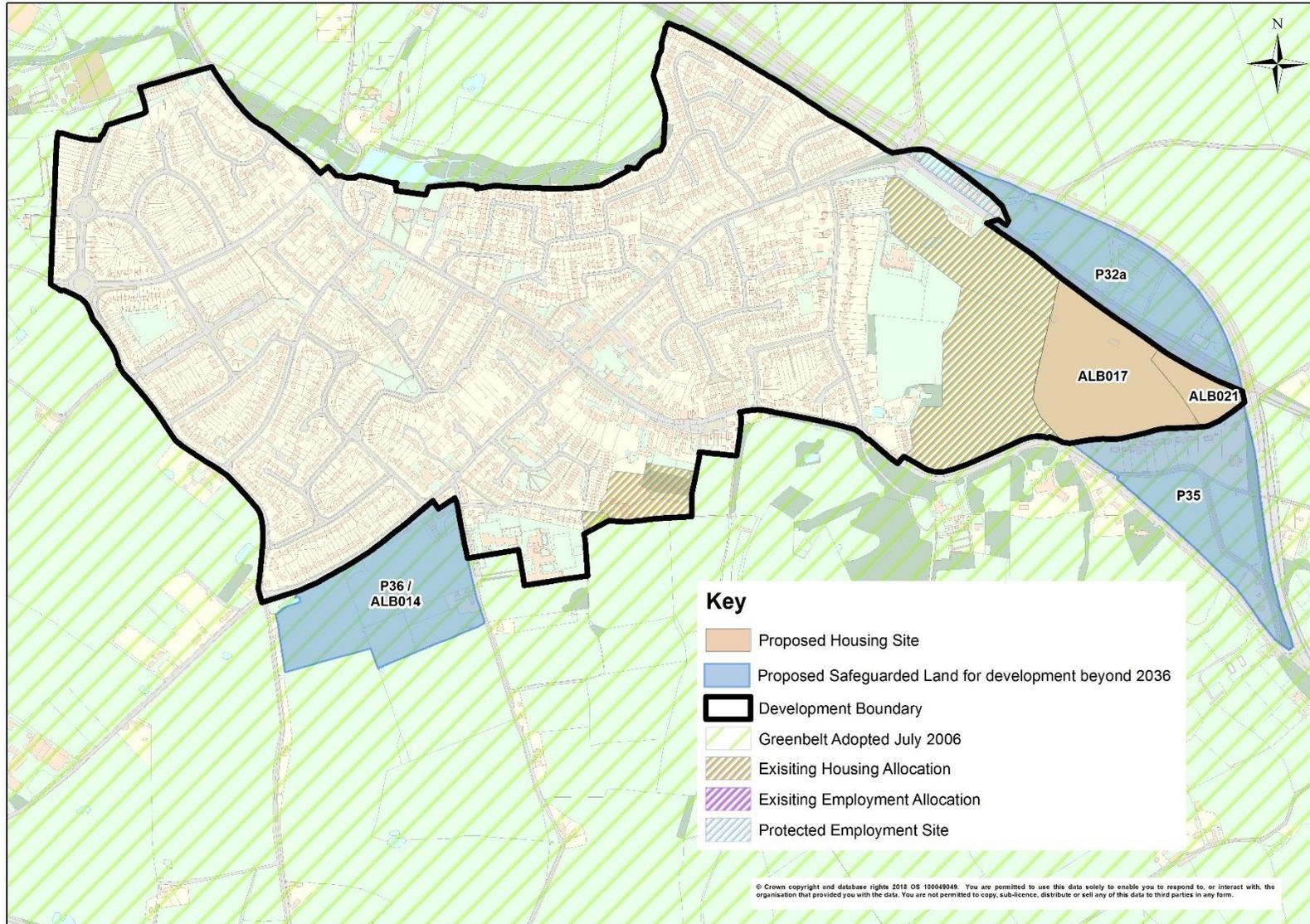
	Employment Land (Ha)
Preferred employment land guideline 2016-2036	5
Commitments and allocations as at 31 st March 2017*	0
Employment land shortfall	5
Employment land to be allocated	0
Balance/Windfall allowance**	5

**Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall development. It is proposed that no land will be allocated for employment development at Albrighton within the Local Plan Review, rather the need for additional employment land will be assessed in the context of proposals for the development of a strategic development site in the M54 corridor, which will be addressed within a future stage of consultation.*

Proposed Development Boundary; Preferred Site Allocations and Preferred Areas of Safeguarded Land

4.27. The map below identifies the location of the proposed development boundary; preferred allocations; and preferred land safeguarded for future development in Albrighton:



4.28. The table below provides information on each of the preferred site allocations:

Preferred Allocations				
Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
ALB017	Land north of Kingswood Road, Albrighton	5.49	165 dwellings	<p>Comprehensive masterplan required for ALB017 and ALB021. This should also ensure integration into the existing allocation to the west (including vehicular/cyclist/pedestrian routes and green infrastructure/environmental networks), which will enhance the sites access to services and facilities.</p> <p>An appropriately designed roundabout should be provided on Kingswood Road at the point of access into the site.</p> <p>The design and layout of development on ALB017 should ensure provision of a highway access into ALB021. It should also allow for a northern and southern highway access into the existing allocation to the west.</p> <p>Contributions to jointly required infrastructure should be proportional, based on the level of development forecast on the two sites.</p>
ALB021	Land North of Beamish Lane, Albrighton	1.04	30 dwellings	<p>The 30mph zone should be extended to reflect the extent of these sites and the impact on Beamish Lane/A41 junction should be assessed and mitigated. This will likely involve closure of this junction.</p> <p>An appropriate buffer of the railway line and the associated environmental network corridor should be provided.</p> <p>The pond on ALB017 should be appropriately assessed and managed –opportunity to integrate into open space provision.</p> <p>Where possible, trees and hedgerows on the site should be retained and enhanced and positive tree planting should occur, particularly on areas of open space.</p> <p>Residential development should be limited to those elements of the sites located outside the 1,000 year surface flood risk zone.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p>

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4.29. The table below provides information on each of the preferred areas of safeguarded land:

Preferred Land Safeguarded for Future Development Beyond 2036				
Site Reference	Site Location	Site Area (Ha)	Likely Use	Site Guidelines
P36 (northern portion, including ALB014)	Land at Cross Road, Albrighton	6.98	Residential and Community Uses	It is proposed that the land is safeguarded for future development beyond the current Plan Period.
P35 (eastern portion)	Land bounded by Kingswood Road, High House Lane & Albrighton By-Pass	6.56	Residential Uses	It is proposed that the land is safeguarded for future development beyond the current Plan Period.
P32a	Land between the Albrighton By-Pass and the Railway Line, north east of Albrighton	6.32	Maintain Existing & Employment Uses	It is proposed that the land is safeguarded for future development beyond the current Plan Period.

Community Hubs

- 4.30. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements Document: www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf
- 4.31. Within the Albrighton Place Plan area, only one proposed Community Hub, Cosford, has been identified.

Cosford

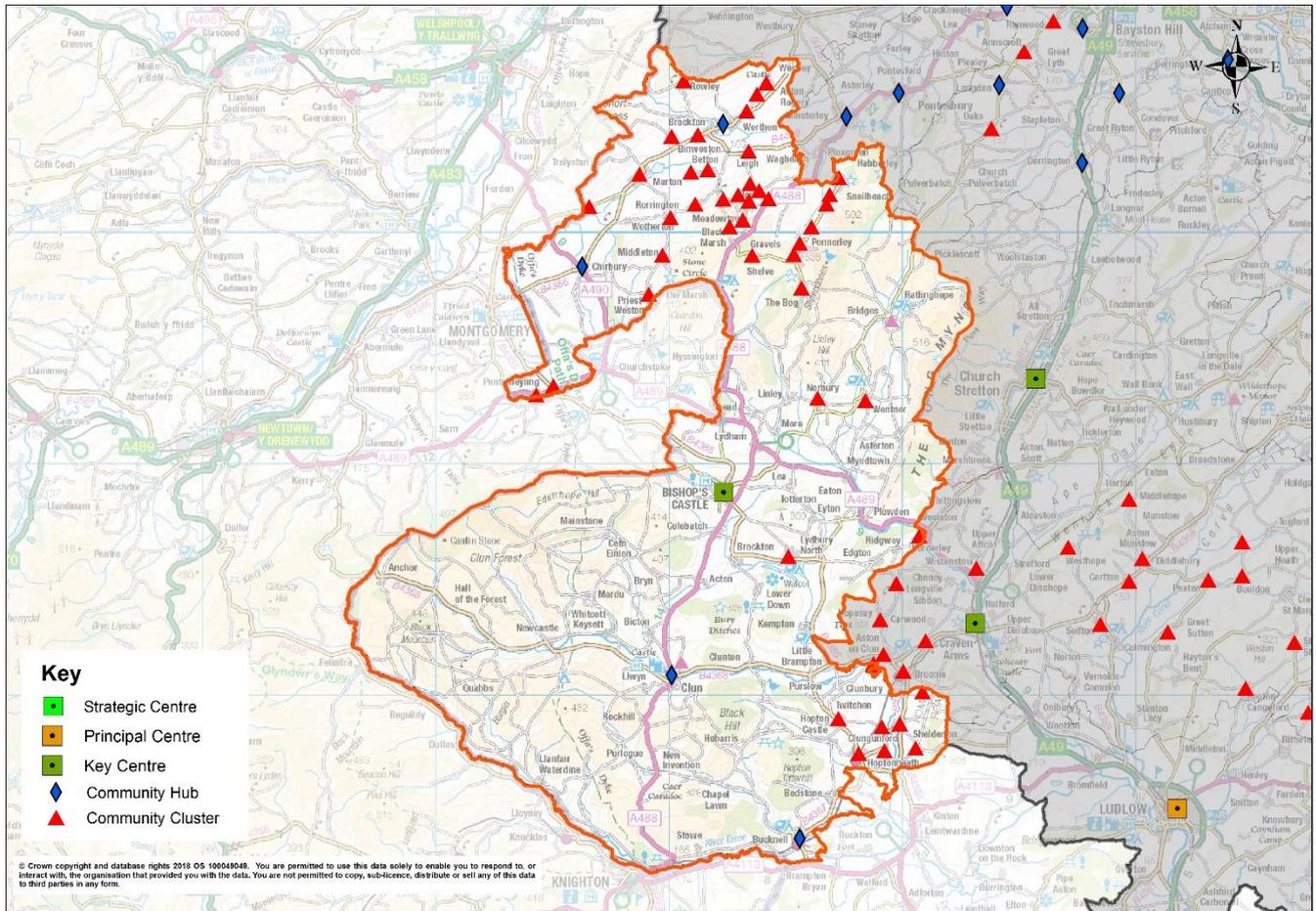
- 4.32. Cosford is a small village located alongside an RAF base and airfield located wholly in Green Belt, to the north west of Albrighton, between Albrighton and Shifnal. RAF Cosford opened in 1938 as a joint aircraft maintenance, storage and technical training unit and remains primarily a training unit to present day. The site also houses the renowned Cosford Air Museum and hosts the Cosford Air Show.
- 4.33. The built form of the settlement is primarily focused around the RAF base and the majority of the development that has occurred in recent times has been associated with its operation and that of the museum, staff housing and supporting infrastructure. There is only a small area of the village which lies outside MODs land ownership. RAF Cosford is recognised as a major developed site within the Green Belt in the current Local Plan.
- 4.34. There are a range of military buildings directly associated with the operation of RAF Cosford, including more than 400 dwellings accommodating more than 1,700 people, the majority of which are military personnel.
- 4.35. As Cosford offers a wide range of services and facilities to support it nominally performs the role of Community Hub, however many of these services and facilities are only available to military personnel and their families or are associated with the operation of the RAF base.
- 4.36. Growth potential has been identified in the Cosford area for a mixed use strategic development site to complement the existing and potential future uses of RAF Cosford. The potential for any land allocations will be addressed within the planned consultation on strategic sites in Shropshire.

Community Clusters

- 4.37. The identification of Community Clusters will primarily be based on the aspirations of those communities, as expressed by their Parish Council(s)/Parish Meeting(s). Regard will also be given to the Local Plan Review evidence base and the views expressed by promoters of sites, residents and other stakeholders.
- 4.38. Based on the responses received during previous stages of consultation on the Local Plan Review, no Community Clusters have been identified within the Albrighton Place Plan area.
- 4.39. Within Community Clusters, it is proposed that a criteria based policy will manage development. A draft of this policy was provided within the previous Preferred Scale and Distribution of Development Consultation Document, available to view at: <https://shropshire.gov.uk/media/7632/preferred-options-consultation-final.pdf>

5. Bishop's Castle Place Plan Area

5.1. The Bishop's Castle Place Plan Area is located in south-west Shropshire. The Place Plan area contains the Key Centre of Bishop's Castle; the proposed Community Hubs of Bucknell, Chirbury, Clun and Worthen and Brockton; and numerous smaller villages and hamlets, many of which have opted in as proposed Community Clusters.



Settlement Type	Name
Key Centre:	Bishop's Castle
Community Hubs:	<ul style="list-style-type: none"> • Bucknell • Chirbury • Clun • Worthen and Brockton
Community Clusters:	<ul style="list-style-type: none"> • Brompton, Marton, Middleton, Pentreheyling, Priest Weston, Stockton and Rorrington • Abcot, Beckjay, Clungunford, Hopton Heath, Shelderton and Twitchen (Three Ashes) • Hope, Bentlawnt, Hopesgate, Hemford, Shelve, Gravels (including Gravels Bank), Pentervin, Bromlow, Middleton, Meadowtown and Lordstone • Snailbeach, Stiperstones, Pennerley, Tankerville, Black Hole, Crow's Nest and The Bog • Wentnor and Norbury • Little Worthen, Little Brockton, Binweston, Leigh, Rowley,

Settlement Type	Name
	Aston Rogers and Aston Pigott. <ul style="list-style-type: none"> • Lydbury North • Lower Wood and Betton

- 5.2. If your village is not included in the list of Community Hubs or Community Clusters above, then this means that it will be 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies.

Key Centre: Bishop's Castle

- 5.3. Bishop's Castle has been identified as a proposed Key Centre. The town is in south-west Shropshire close to the Welsh border and in 2016 had an estimated population of 1,970 people and contained an estimated 930 dwellings. The demographic profile of Bishop's Castle shows that children and young people make up a lower proportion of the town's population than in Shropshire as a whole. However, 63.5% of the population are of working age, a higher proportion than the Shropshire average (approximately 60%), the West Midlands (approximately 62%) and Great Britain (approximately 63%). It is also the third highest of all the market towns in the County.
- 5.4. Semi-detached properties account for the largest housing type in Bishop's Castle (41.4%) and fewer household spaces are detached (30.4%) compared to Shropshire as a whole (39.5%).
- 5.5. Bishop's Castle formed around the castle which it is thought started as a motte and bailey in 1087, before being re-built in stone in 1167. The narrow streets and fine period buildings are a legacy of its development as a market town. It is now a popular destination for walkers exploring the attractive countryside and Shropshire Hills Area of Outstanding Natural Beauty (AONB) to the east.
- 5.6. The three largest employment sectors (in order) are health, manufacturing and retail. Together these account for 62.9% of employment within the town. Health represents 26.5% of the employment compared to 14.7% in Shropshire, while manufacturing comprises 22.0% of employee jobs (10.0% in Shropshire). Retail accounts for 14.4% of Bishop's Castle employment compared with 10.4% in Shropshire. A large proportion (88%) of businesses in Bishop's Castle employ less than 5 people. An additional 5.8% employ between 5 and 9 people. Less than 5% have a workforce of 20 or more.
- 5.7. A detailed profile of Bishop's Castle is available here:
<https://shropshire.gov.uk/media/9681/bishops-castle.pdf>
- 5.8. Constraints to development in Bishop's Castle include the medieval street pattern, with parts of the town, particularly to the south of the town having more difficult access to the A488 than the north of the town. The historic core of the settlement is a Conservation Area and the castle is a Scheduled Monument. There are clusters of listed buildings in the vicinity of the castle, along High Street and Church Street and near the war memorial.
- 5.9. Key planning issues for Bishop's Castle include vehicular access through the town centre to the A488 and the need to provide more affordable and low-cost market housing.

- 5.10. Identified critical infrastructure requirements for Bishop’s Castle include:
- Upgrading the Bishops Castle wastewater treatment works to take account of the Local Plan HRA.
 - Junction capacity, sustainability and safety improvements to facilitate specific development sites.

- 5.11. Identified priority infrastructure requirements include:
- A review of primary and secondary school places to ensure sufficient provision
 - Provision and maintenance of facilities and equipment for sport, recreation and leisure
 - Production of an Operational Flood Response Plan
 - Local highway improvements, including speed and safety, public realm enhancements and sustainable travel

As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.

Development Strategy

- 5.12. Bishop’s Castle will act as a Key Centre and contribute towards the strategic growth objectives in the south of the County.
- 5.13. The Local Plan Review will seek to achieve balanced housing and employment growth within Bishop’s Castle, through the provision of around 150 dwellings and around 2 hectares of employment development between 2016 and 2036.
- 5.14. In 2016-17, one dwelling was completed and a further 74 dwellings were committed through planning permission, prior approval or site allocation. Therefore, a further 75 dwellings will need to be identified on new housing sites to support the housing growth objectives of the Local Plan Review.
- 5.15. Between 2006/07 and 2016/17 the average housing delivery rate in Bishop’s Castle was 7 dwellings per year. The annual build rate required over the Local Plan Review period is 8 dwellings per year. This is considered realistic and deliverable, given the recent completion rates in the town.
- 5.16. As of 1st April 2016 around 3 hectares of employment land were already committed in Bishop’s Castle so there is no requirement to identify any more.

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	150
Dwellings completed in 2016-17*	1
Dwellings committed as at 31 st March 2017*	74
Remaining dwelling requirement to be identified	75
Dwellings to be allocated	68
Balance/Windfall allowance**	7

**Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.*

Summary of employment land requirements

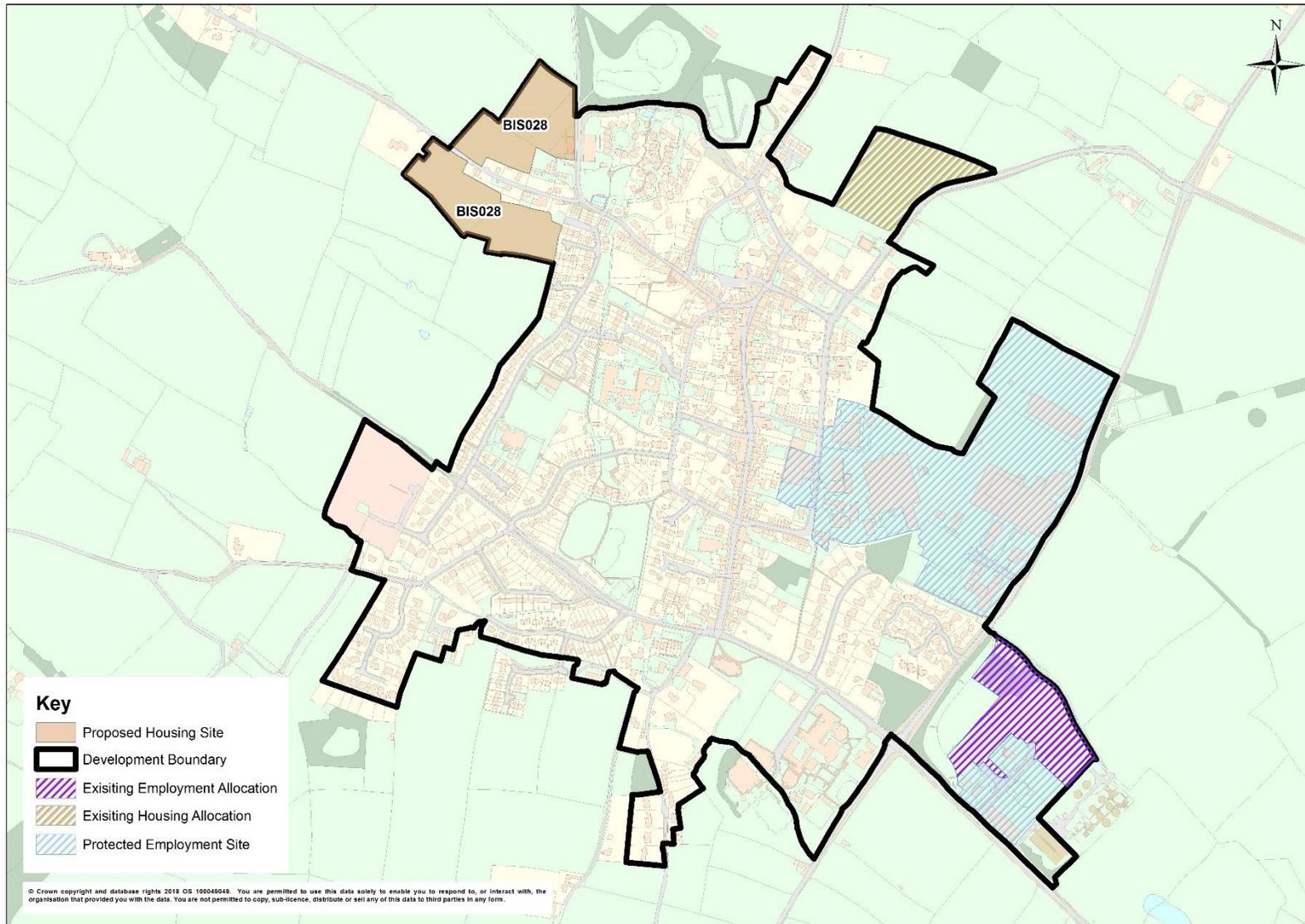
	Employment Land (Ha)
Preferred employment land guideline 2016-2036	2
Commitments and allocations as at 31 st March 2017*	3
Employment land shortfall	0
Employment land to be allocated	0
Balance/Windfall allowance**	0

**Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall development.*

Proposed Development Boundary and Preferred Site Allocation

5.17. The map below identifies the location of the preferred allocation and the proposed development boundary for Bishop's Castle:



5.18. The table below provides information on each of the preferred site allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 48</p> <p>IS028</p>	<p>Land off Welsh Street</p>	<p>4.11</p>	<p>70 dwellings</p>	<p>A comprehensive and sympathetic development should take place across both northern and southern parcels of the site. Access to the entire site will be provided via the Wintles estate road, which will shortly be adopted by Highways. Historic buildings on the site should be buffered, retained and sensitively converted. The site should consist of an affordable housing led scheme, with 40 of around 70 dwellings (approximately 2/3 of the development) to be secured as affordable in perpetuity. Improvements should be made to Welsh Street to allow for enhanced pedestrian access into the town. A Habitat Regulations Assessment will be required for water quality impacts on the River Clun SAC and in-combination recreational impacts on the Stiperstones and Hollies SAC. Any recommendations and mitigation suggested by this assessment should be implemented. With regard to the River Clun SAC, this may include phasing of development. Mature trees and hedgerows on the site should be retained and form the focus of green links through the site. Open space provision should link to and enhance these features. Relevant supporting studies should be undertaken and their recommendations implemented.</p>

Community Hubs:

- 5.19. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements Document: www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf
- 5.20. Within the Bishop's Castle Place Plan area, four proposed Community Hubs have been identified, these are:
- Bucknell;
 - Chirbury;
 - Clun; and
 - Worthen and Brockton.

Bucknell

- 5.21. Bucknell is a larger village located on the B4367 that comprises a crossing and station on the Heart of Wales rail line on Shropshire's southern border with Powys and Herefordshire. Bucknell is a significant Community Hub that offers an extensive range of local services and facilities, some of which benefit from demand derived from their roadside location.
- 5.22. Bucknell as an existing Community Hub, already provides planned development (for 60+ dwellings) through the mixed housing and employment allocation of Land at the Timber Yard / Station Yard (SAMDev site BUCK001) on the southern edge of the town. This site was held back from development due to the adverse effects of phosphate levels in the River Clun catchment on a Special Area for Conservation (SAC) on the lower course of the river. This constraint has been removed from BUCK001 but is expected to affect new land allocations in the Local Plan review. There will also be a small allowance for windfall development in the village and these sites are also expected to be constrained in this way.
- 5.23. Bucknell is a relatively isolated village within Shropshire that broaches either side of the edge of the strategic designation of the Shropshire Area of Outstanding Natural Beauty (AONB). Local aspirations for this Community Hub is for the nominal additional development to be delivered on a single allocation to provide high quality, affordable housing across a range of tenures to meet local needs.

Development Strategy

- 5.24. Over the period to 2036, a nominal increase in housing is being encouraged in Bucknell to support the role of the town as a Community Hub and to sustain its function as an important local service centre for other settlements situated around the south Shropshire border.
- 5.25. The provision of an additional 20 dwellings is proposed through the allocation of the northern portion of land at Redlake Meadow (BKL008a) that is accessed directly from the B4367 through the village. The development scheme for BKL008a should recognise the significant location of the site on the edge of the village. BKL008a lies on the eastern edge of Bucknell and is situated close to (but beyond) the Shropshire AONB and would be visible from the elevated land within the AONB to the north. The potential impacts of the proposed development

on the AONB (north) and the countryside (east and south) will require a good contemporary design with suitable layout and landscaping schemes. These objectives will, however, need to be balanced with the requirement for a suitable and safe access with appropriate visibility splays, from the B4367 on the northern boundary. The site is currently in agricultural use but is largely undisturbed at its margins and the land south of the preferred allocation forms part of the floodplain to the River Redlake. An ecological assessment of the site will be required to investigate the potential for priority habitats and protected species and to identify possible mitigation measures within an appropriate development scheme. A Habitat Regulations Assessment (HRA) will also be required which should include an assessment of the water quality impacts on the River Clun Special Area of Conservation (SAC).

5.26. The site will also require significant infrastructure investments to accommodate this proposed housing and to create a new residential environment of significant character that meets the local housing needs for high quality, affordable housing across a range of tenures.

Summary of residential requirements

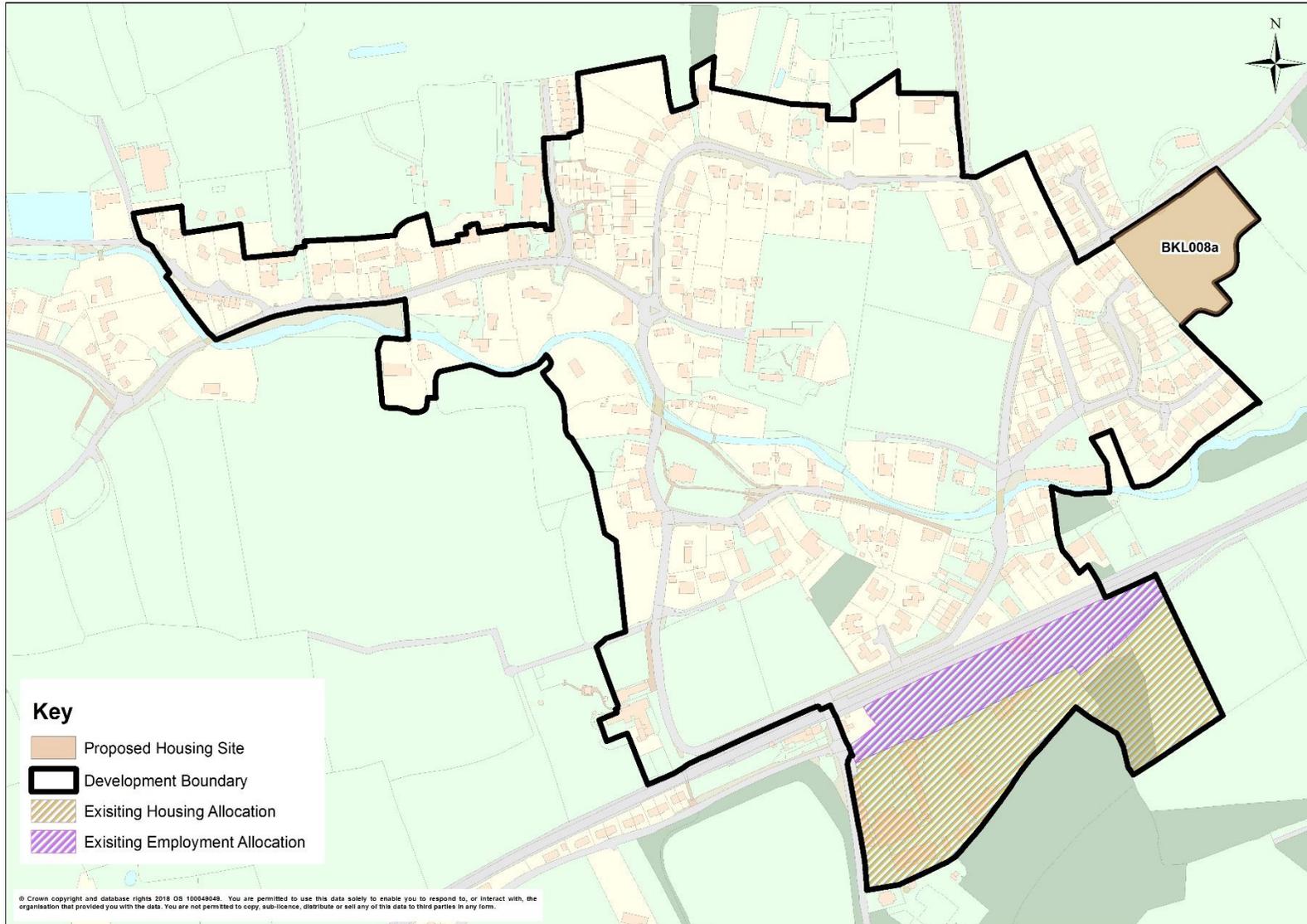
	Number of Dwellings
Preferred dwelling guideline 2016-2036	100
Dwellings completed in 2016-17*	0
Dwellings committed as at 31 st March 2017*	75
Remaining dwelling requirement to be identified	25
Dwellings to be allocated	20
Balance/Windfall allowance**	5

**Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.*

Proposed Development Boundary and Preferred Site Allocation

5.27. The map below identifies the location of the preferred allocation and the proposed development boundary for Bucknell:



5.28. The table below provides information on preferred site allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
BKL008a	Land adjoining B4367 and Redlake Meadow (northern portion)	0.8	20 dwellings	To deliver good contemporary design, appropriate use of materials layout, and landscaping to respect the setting of the site within the AONB and countryside. Investigation of highway capacity, ecology, flood risk and drainage is required. HRA is required for the protection of priority habitat and protected species and for water quality impacts on the River Clun SAC possibly leading to mitigation measures including the phasing of development.

Chirbury

5.29. Chirbury is a village in the south-west of Shropshire, close to the Welsh border and at the junction of the A490 and B4386. It has a range of local services and facilities. The village is identified as a Community Hub in the current Local Plan and a site, CHIR001, was allocated for 30 houses.

5.30. Between 2006 and 2016, six houses were built in Chirbury, none of which were completed in 2016/17. However, Shropshire Council is working proactively with the landowner of the current allocation and is confident that this site and newly preferred allocations will be delivered.

5.31. Key planning issues for Chirbury include the Conservation Area, several listed buildings, a Scheduled Monument west of St Michael's church (ringwork and cultivation remains) and flood risk along the line of the stream to the west and south of the village.

Development Strategy

5.32. Over the period to 2036, a modest number of further dwellings will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements.

5.33. Two site allocations are proposed to deliver around 14 dwellings, complemented by a small windfall allowance.

Summary of residential requirements

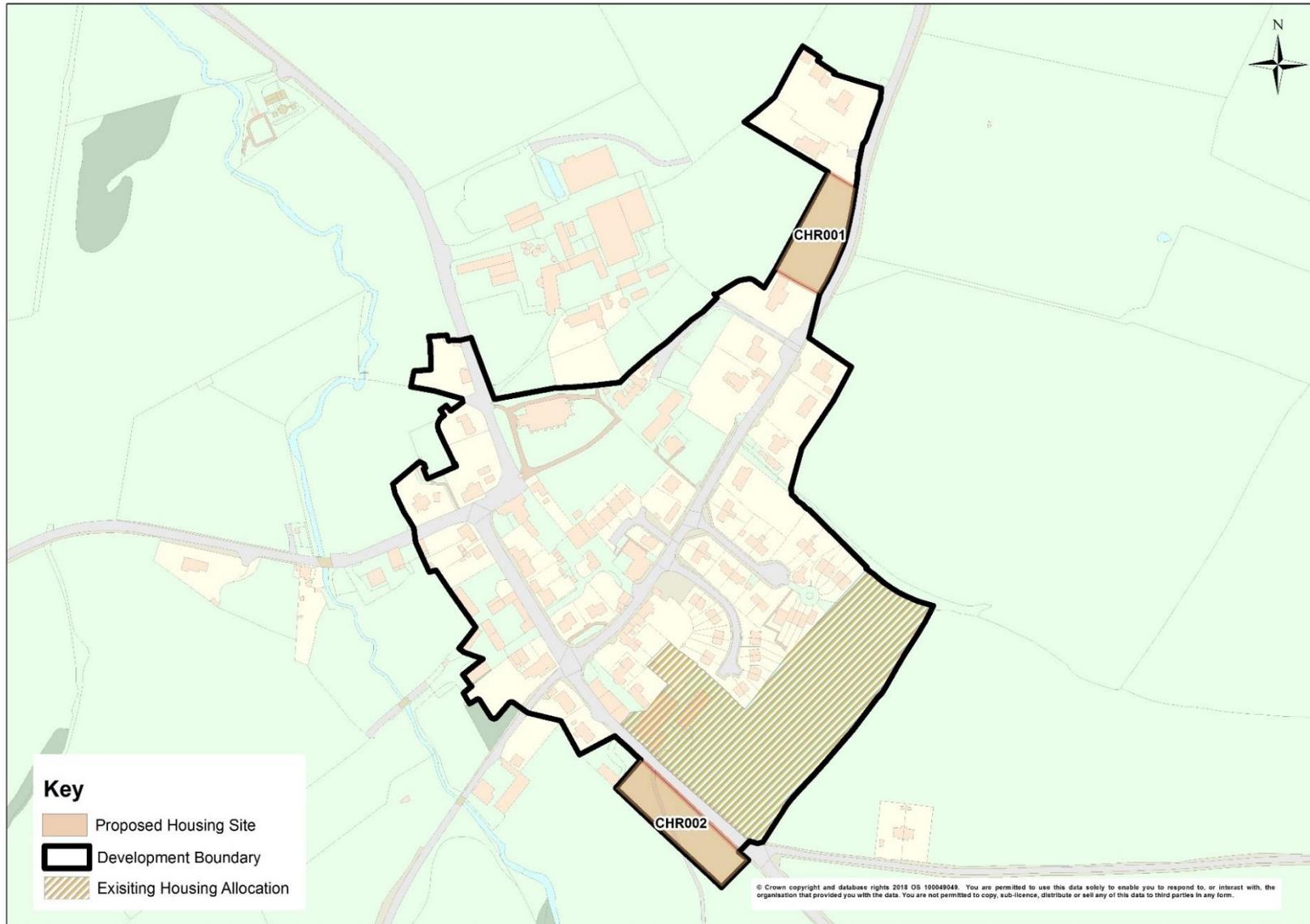
	Number of Dwellings
Preferred dwelling guideline 2016-2036	45
Dwellings completed in 2016-17*	0
Dwellings committed as at 31st March 2017*	29
Remaining dwelling requirement to be identified	16
Dwellings to be allocated	14
Balance/Windfall allowance**	2

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocations

5.34. The map below identifies the location of the preferred allocations and proposed development boundary in Chirbury:



5.35. The table below provides information on each of the preferred site allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
CHR001	Land between Orchard House and Crofton, Chirbury	0.3	7 dwellings	Design and layout of development should respect village character, and complement its gateway location. It should also safeguard historic environment assets and integrate into the natural environment. Mature trees and hedgerows should be retained where possible, compensatory planting should occur. A pedestrian footway should be provided along the sites road frontage. An appropriate road crossing will also be necessary, to link into the wider pedestrian network. Relevant supporting studies should be undertaken and their recommendations implemented.
CHR002	Land south of the A490, Chirbury	0.3	7 dwellings	Design and layout of development should respect village character, and complement its gateway location. It should also safeguard historic environment assets and integrate into the natural environment. The 30mph zone should be extended to reflect the extent of this site (and the existing allocation to the north). A continuous footway should be provided along site sites road frontage and into the village. Mature trees and hedgerows should be retained where possible, compensatory planting should occur. Relevant supporting studies should be undertaken and their recommendations implemented.

Clun

- 5.36. Clun is a modest sized town located at the junction of the A488 / B4368 with a key river crossing of the River Clun. The town is in the extreme south-west of Shropshire, close to the border with Powys, in an area historically known as the Clun Forest. The town is a significant Community Hub offering an extensive range of local services and facilities that also benefit from the town's historic appeal to visitors and demand from through traffic.
- 5.37. The historic significance of the town drives a significant visitor economy based on the importance of the Castle (a scheduled monument) which gave rise to the adjoining town. The town sits within an extensive Conservation Area including adjacent (and now undeveloped) areas of former settlement. The historic significance of Clun dictated the preferred form of development in Clun. The tightly configured building stock contained within burgage plots created a constrained medieval street pattern that predicated a single site allocation in the east of the town. The town also lies within the Shropshire Area of Outstanding Natural Beauty.
- 5.38. As an existing Community Hub, Clun already provides planned development (for 60+ dwellings) through an existing housing allocation at Turnpike Meadow (SAMDev site CLUN002) in the east of the town. The development of this land has been delayed due to the recent high phosphate levels in the River Clun and effect on a Special Area for Conservation (SAC) in the lower course of the river. This constraint has been alleviated for CLUN002 but will still affect new land allocations in the Local Plan review.
- 5.39. There will a small allowance for windfall development, but the local aspiration is for the additional housing to be largely delivered by extending the existing allocation of CLUN002 to deliver high quality, affordable housing across a range of tenures, to meet local needs.

Development Strategy

- 5.40. Over the period to 2036, a modest increase in housing is being encouraged in Clun to support the role of the town as a Community Hub. This should sustain its function as an important service centre for the other settlements within the Clun Forest.
- 5.41. An additional 20 dwellings is proposed on an extension of the eastern boundary of the existing SAMDev Allocation at Turnpike Meadow (SAMDev site CLUN002). This site was previously allocated for 60+ dwellings with the facility to move the eastern boundary being set out in the development guidelines for CLUN002. This extended site will now deliver 80+ dwellings and should offer a suitable mix of housing and provide an acceptable scheme in terms of the housing design and layout and the landscaping and open space. Access will comprise a junction on to the B4368 Clun Road on the southern site boundary. The development should also link with the footpath on the northern boundary of the site providing pedestrian access to community facilities and services in the town.
- 5.42. There is a need for a specific Flood Risk Assessment to determine whether the development can be delivered within the Flood Zone 1 area on the extended site of CLUN002. This assessment should investigate the precise position of the

eastern site boundary to accommodate the scale, access and design of the proposed development. The site will also require significant infrastructure investment to accommodate this development and create a new residential environment of significant character that also meets the local housing needs for high quality, affordable housing across a range of tenures.

5.43.A Habitat Regulations Assessment (HRA) is required to determine the water quality impacts on the River Clun SAC and suitable mitigation measures to address these impacts.

Summary of residential requirements

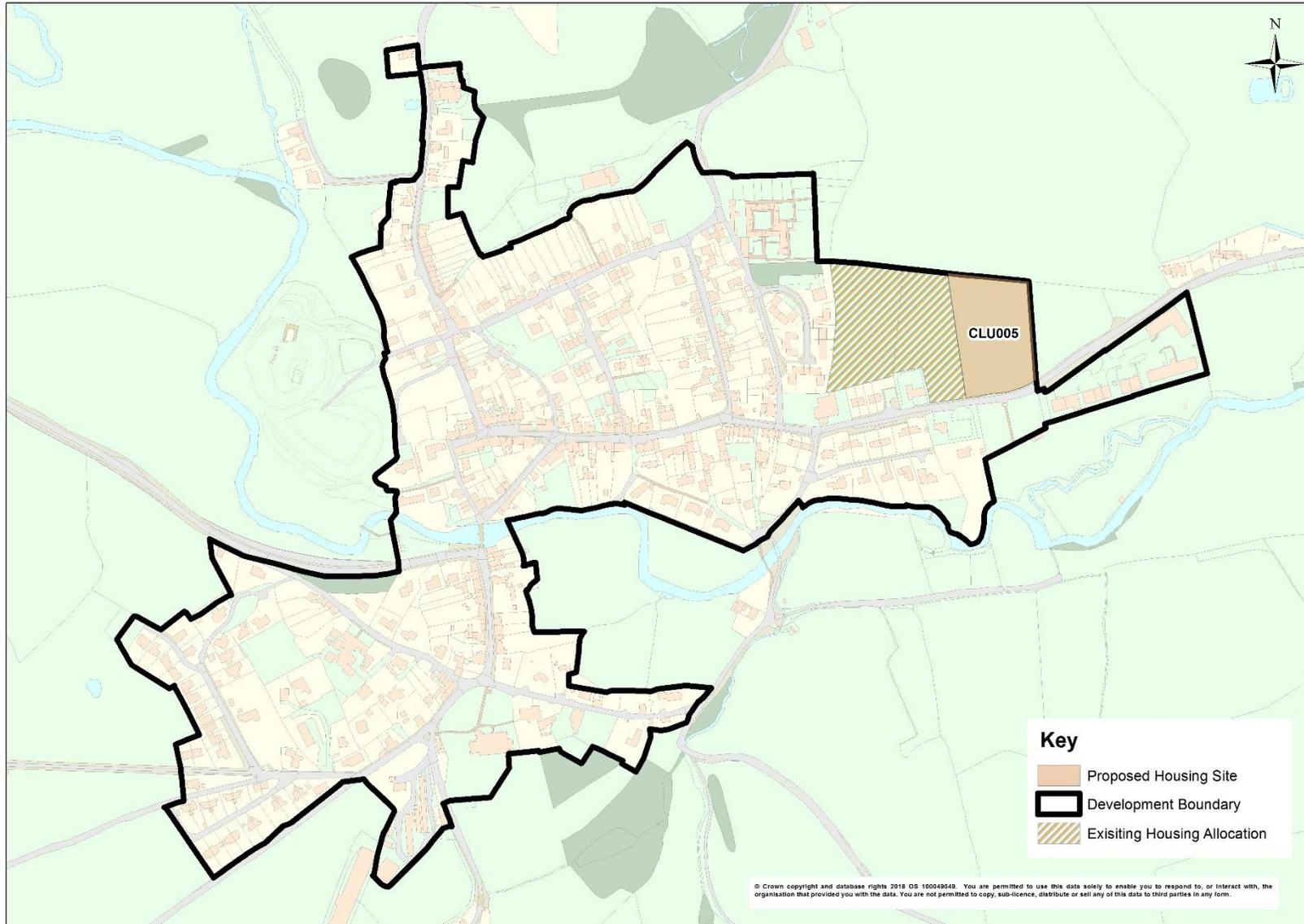
	Number of Dwellings
Preferred dwelling guideline 2016-2036	95
Dwellings completed in 2016-17*	4
Dwellings committed as at 31st March 2017*	63
Remaining dwelling requirement to be identified	28
Dwellings to be allocated	20
Balance/Windfall allowance**	8

**Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.*

Proposed Development Boundary and Preferred Site Allocation

5.44. The map below identifies the location of the proposed development boundary and preferred allocation in Clun:



5.45. The table below provides information on the preferred site allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
CLU005 (extension of existing allocation CLUN002)	Land at Turnpike Meadow, Clun	1.0	20 dwellings (total site capacity 80+ dwellings)	To satisfy national and local heritage policies through an heritage assessment, delivering good contemporary design with appropriate use of materials, layout, landscaping and open space. Relevant supporting studies should be undertaken particularly transport assessments, ecology, tree and hedgerow surveys, flood risk and drainage with their recommendations clearly reflected in the proposed development scheme. HRA is also required for water quality impacts on the River Clun SAC possibly leading to mitigation measures including the phasing of development. This should include a suitable access to the highway network with pedestrian and cycling routes linking to local networks.

Worthen and Brockton

- 5.46. Worthen and Brockton are two villages on the B4386 in the south-west of Shropshire, close to the Welsh border. They form part of a Community Cluster in the current Local Plan, with a guideline of 30 houses. Between 2006/07 and 2016/17 there were 10 completions across the Community Cluster and as at 31st March 2017 there were 13 commitments.
- 5.47. As part of the Local Plan Review, both Brockton and Worthen have been identified as proposed Community Hubs. However, as the two villages are geographically very close and many of the services and facilities which contribute to their proposed status as Community Hubs are shared, they have been identified as a proposed joint Community Hub. In 2016/17, there were net completions of -1 in Worthen and Brockton (7 completions and 8 losses).
- 5.48. Key planning issues for Worthen and Brockton are the retention of the gap between the two villages; flood risk along the lines of the Brockton Brook and Worthen Brook; and listed buildings to the north and south of Bank Farm, at Brockton Hall (Brockton), and to the north and south of the staggered crossroad in Worthen.

Development Strategy

- 5.49. Over the period to 2036, modest growth of around 35 dwellings will occur (including existing commitments). This development should deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements.
- 5.50. Two site allocations are proposed to deliver around 25 houses, to be complemented by a small windfall allowance.

Summary of residential requirement

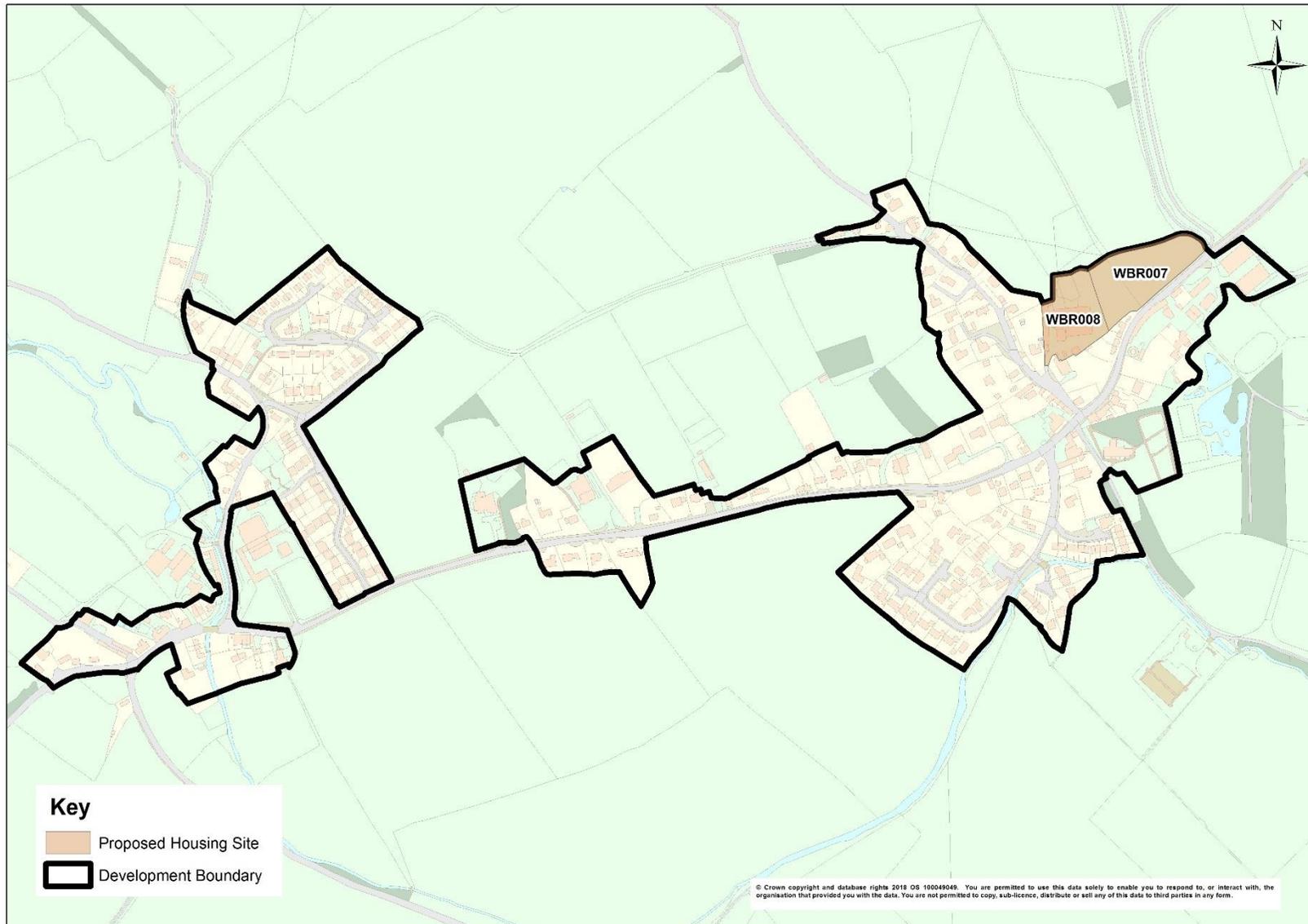
	Number of Dwellings
Preferred dwelling guideline 2016-2036	35
Dwellings completed in 2016-17*	-1
Dwellings committed as at 31 st March 2017*	8
Remaining dwelling requirement to be identified	28
Dwellings to be allocated	25
Balance/Windfall allowance**	3

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocation

5.51. The map below identifies the location of the proposed development boundary and preferred allocations in Worthen and Brockton:



5.52. The table below provides information on the preferred site allocation:

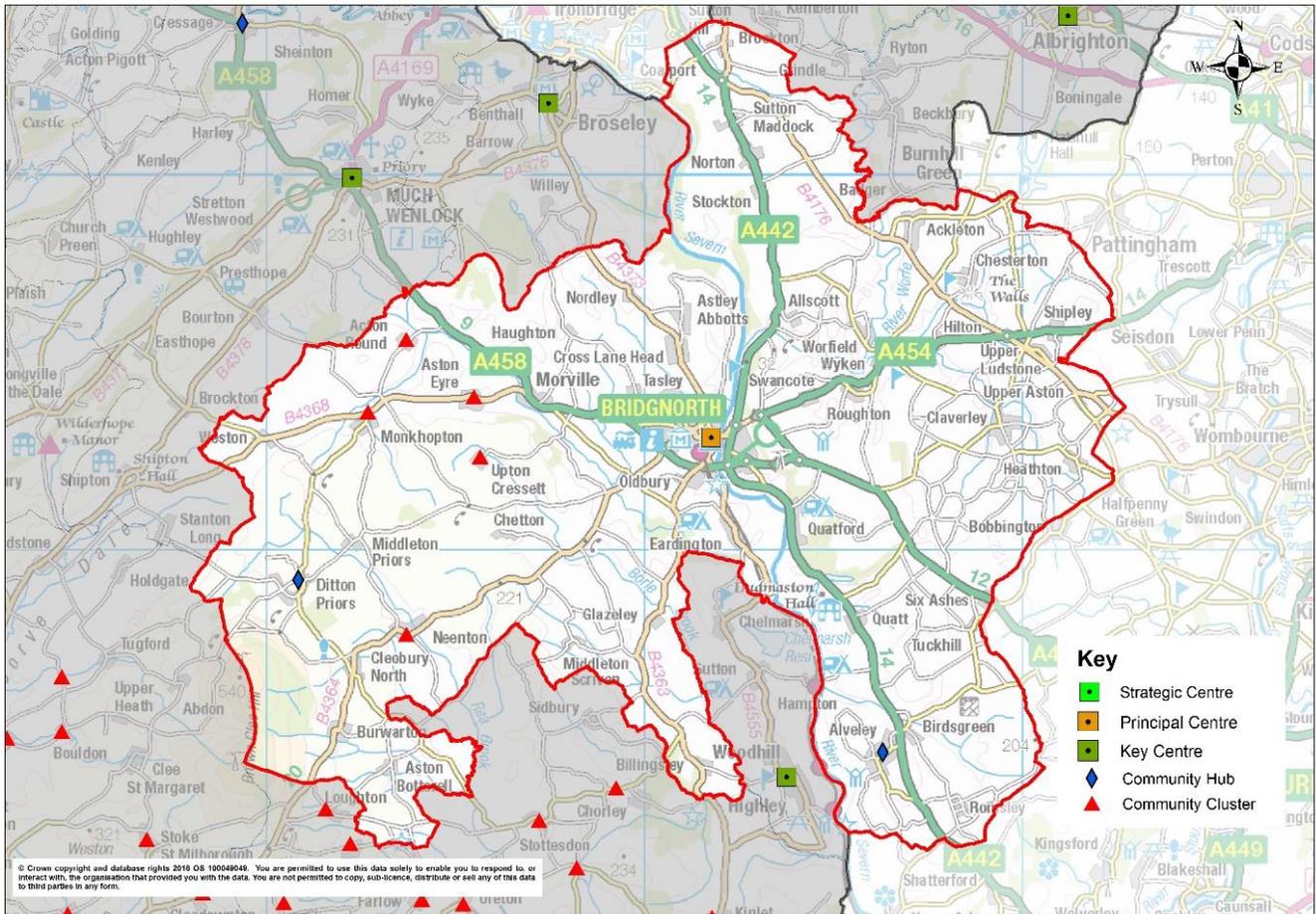
Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
WBR007 and WBR008	Land at Bank Farm, Worthen	1.3	25 dwellings	<p>A comprehensive development of around 25 dwellings will be delivered across the two sites.</p> <p>Site design and layout should complement the village character and setting. Vehicular access will be provided from an appropriate location onto the B4386. Pedestrian access will be provided via Back Lane.</p> <p>An attractive pedestrian route will be provided through the site.</p> <p>The 30mph speed limit should be extended to reflect the extent of this site, and appropriate associated traffic calming delivered.</p> <p>A Heritage Assessment (level 2 historic building assessment) will be needed for Bank Farm historic farmstead (HER PRN 22086) This should determine the effect of development and set out measures to avoid adverse effects.</p> <p>Development should retain and sensitively convert the remaining historic farm buildings if at all possible. The removal of modern portal framed sheds has the potential to enhance the character of village.</p> <p>A HRA will be needed for in-combination recreational impact on the Stiperstones and Hollies SAC. Depending on the outcome, mitigation measures for any impact are likely to be delivered through an increase in the amount of open space provided by the development</p> <p>Much of the site boundary is mature native species hedgerow and a line of early mature trees runs the length of the west boundary. The layout and density of the site needs to incorporate these features in a sustainable design that does not result in long term proximity issues.</p> <p>Remediation of contaminated land is likely to be necessary and a buffer zone to adjacent slurry lagoons to the west of the site provided.</p> <p>Residential development should be limited to those parts of the sites located outside the 1 in 1,000 year surface flood risk zone.</p> <p>The Public Right of Way across the site should be retained as part of the design of the development.</p> <p>Any other relevant supporting studies should be undertaken and their recommendations implemented.</p>

Community Clusters

- 5.53. The identification of Community Clusters will primarily be based on the aspirations of those communities, as expressed by their Parish Council(s)/Parish Meeting(s). Regard will also be given to the Local Plan Review evidence base and the views expressed by promoters of sites, residents and other stakeholders.
- 5.54. Based on the responses received during previous stages of consultation on the Local Plan Review, the following Community Clusters are proposed to be designated in the Bishops Castle Place Plan area:
- Brompton, Marton, Middleton, Pentreheyling, Priest Weston, Stockton and Rorrington
 - Abcot, Beckjay, Clungunford, Hopton Heath, Shelderton and Twitchen (Three Ashes)
 - Hope, Bentlawnt, Hopesgate, Hemford, Shelve, Gravels (including Gravels Bank), Pentervin, Bromlow, Middleton, Meadowtown and Lordstone
 - Snailbeach, Stiperstones, Pennerley, Tankerville, Black Hole, Crow's Nest and The Bog
 - Wentnor and Norbury
 - Little Worthen, Little Brockton, Binweston, Leigh, Rowley, Aston Rogers and Aston Pigott.
 - Lydbury North
 - Lower Wood and Betton
- 5.55. Development in the Abcot Cluster is subject to HRA for water quality impacts on the River Clun SAC and in-combination recreational impacts on the Stiperstones and Hollies SAC. Depending on the outcome, mitigation measures for the impact on the River Clun SAC are likely to include the phasing of development. Mitigation measures for any impact on the Stiperstones and Hollies SAC are likely to be delivered through an increase in the amount of open space provided by development.
- 5.56. Within Community Clusters, it is proposed that a criteria based policy will manage development. A draft of this policy was provided within the previous Preferred Scale and Distribution of Development Consultation Document, available to view at:
<https://shropshire.gov.uk/media/7632/preferred-options-consultation-final.pdf>

6. Bridgnorth Place Plan Area

6.1. The Bridgnorth Place Plan Area is located in east Shropshire. The Place Plan area contains the Principal Centre of Bridgnorth; the proposed Community Hubs of Alveley and Ditton Priors; and numerous other small villages and hamlets.



Settlement Type	Settlement Name
Principal Centre:	Bridgnorth
Community Hubs:	<ul style="list-style-type: none"> Alveley Ditton Priors
Community Clusters:	<ul style="list-style-type: none"> Acton Round, Aston Eyre, Monkhopton and Upton Cressett Neenton

6.2. If your village is not included in the list of Community Hubs or Community Clusters above, then this means that it will be 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies.

Principal Centre: Bridgnorth

- 6.3. Bridgnorth (2016 population 12,260) is the third largest town in Shropshire and acts as a principal service centre not just for the town, but for a sizeable area of eastern Shropshire. Located at the junction of the A458 and the A442, it is within relatively easy commuting distance of Telford, Shrewsbury, Kidderminster, Wolverhampton and the Black Country.
- 6.4. The town straddles the River Severn, and comprises a Low Town and a High Town perched on cliffs 100ft above. The combination of medieval street pattern and many fine old buildings has created a unique town of considerable charm which, together with its steam railway, helps to support a thriving tourist economy.
- 6.5. There are strong environmental constraints in Bridgnorth, mainly due to the river and its floodplain, natural topography and areas of high landscape value to the south and north of the town. It is also bounded on its eastern side by the metropolitan Green Belt.
- 6.6. There are also some significant planning challenges and key planning issues for Bridgnorth including:
 - The need to provide more affordable housing;
 - Addressing the current imbalance between housing and employment by making additional employment land available for local business growth and for inward investment;
 - Improving access to community facilities, open space and the surrounding countryside.
- 6.7. A local economic growth strategy is being prepared for Bridgnorth which will set out Shropshire Council's local economic delivery plan in this area, helping the Council to address priorities outlined in the overarching Economic Growth Strategy at a local level. This strategy will also have a key role in supporting existing business growth and attracting new business and investment into not just the town but also the surrounding areas.
- 6.8. A detailed profile of the market town of Bridgnorth which provides more detailed information about key local characteristics and issues is available here: <https://shropshire.gov.uk/media/9682/bridgnorth.pdf>
- 6.9. Identified infrastructure priorities for Bridgnorth include:
 - Local and strategic highway improvements.
 - Waste water treatment and sewerage capacity.
 - Assessment of local flood risks in and around the town.
 - Reinforcement of electricity supply capacity to existing employment areas.
 - Further provision of significant accessed and serviced employment land.
 - Provision of additional leisure, recreation, amenity and cemetery facilities.
 - Further information on existing infrastructure constraints and priorities are available within the Bridgnorth Place Plan.
- 6.10. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.

Development Strategy

- 6.11. Bridgnorth will act as a Principal Centre and contribute towards the strategic growth objectives in the east of the County. It is expected that Bridgnorth will continue to explore ways in which it can effectively fulfil its role as the second largest principal centre in Shropshire.
- 6.12. The Local Plan will help to secure a better balance between housing and employment by providing for around 1,500 dwellings and at least 16 hectares of employment development between 2016 and 2036. In the period 2016-17, 23 dwellings were completed and there are a further 565 dwellings committed through planning permission, prior approval or site allocation. Therefore, a further 912 dwellings will need to be identified on new housing sites to support the housing growth objectives of the Local Plan Review.
- 6.13. Between 2006/07 and 2016/17 the average housing delivery rate was some 66 dwellings per year. The delivery of the preferred level of growth for the Local Plan Review period will require an annual build rate of 75 dwellings per year. Although the preferred level of growth is higher than the established completion rate, which has been constrained by exceptional circumstances associated with the commencement of development on the allocated sites, it is only slightly higher than the SAMDev Plan requirement to deliver 70 dwellings per year and this is considered to be achievable. A significant mixed use development at Tasley was allocated in the existing Local Plan. Delivery of this site was delayed by particular exceptional circumstances but development is anticipated during the early part of the Local Plan Review period.
- 6.14. To assist delivery of a level of employment growth which is balanced with the level of proposed housing, a minimum of 16 hectares of employment land will be required in Bridgnorth over the revised Plan period. At 1st April 2016, there were around 12 hectares of land committed through planning permission or as a site allocation. At least 4 hectares of additional floorspace will therefore need to be identified to achieve a balanced approach. However, one of the key challenges for Bridgnorth includes the urgent need to address an existing structural imbalance between housing and employment and to provide for additional growth by existing businesses, and this, in turn, generates a need for the identification of significant additional employment land. This issue was recognised in the Examination Report on the SAMDev Plan which stated that, "Bridgnorth is the second largest of 5 market towns in Shropshire and is located on the western edge of the West Midland conurbation. It therefore offers considerable potential to attract investment into Shropshire and to trade into these larger urban markets" and so "to accommodate the long term future of the town it is necessary to open up new areas". This is also supported by key market signals in the local economy following the departure of some key local employers from the Bridgnorth area. In response to these issues, Shropshire Council therefore proposes to identify additional employment land capable of delivering a further 12 hectares of employment floorspace.
- 6.15. The proposed pattern of future development sites in Bridgnorth recognises existing topographical and landscape constraints, together with the impact of unimplemented development at Tasley and the relationship of the A458 Bridgnorth by-pass and available sites relative to existing services and facilities. Much of the potential for larger infill development and small additions to the town has already been captured through the SAMDev Plan and the previous development of large brownfield sites. However, the Local Plan Review process

incorporates a strategic Green Belt Review which provides the potential for the release of Green Belt land in 'exceptional circumstances'. The Local Plan Review therefore provides an opportunity to plan for the long term sustainable development of the town through the planned release of Green Belt land.

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	1,500
Dwellings completed in 2016-17*	23
Dwellings committed as at 31 st March 2017*	565
Remaining dwelling requirement to be identified	912
Dwellings to be allocated	850
Balance/Windfall allowance**	62

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Summary of employment land requirements

	Employment Land (Ha)
Preferred employment land guideline 2016-2036	16
Additional provision to address local circumstances	12
Commitments and allocations as at 31 st March 2017*	12
Employment land shortfall	16
Employment land to be allocated	16
Balance/Windfall allowance**	0

*Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall development.

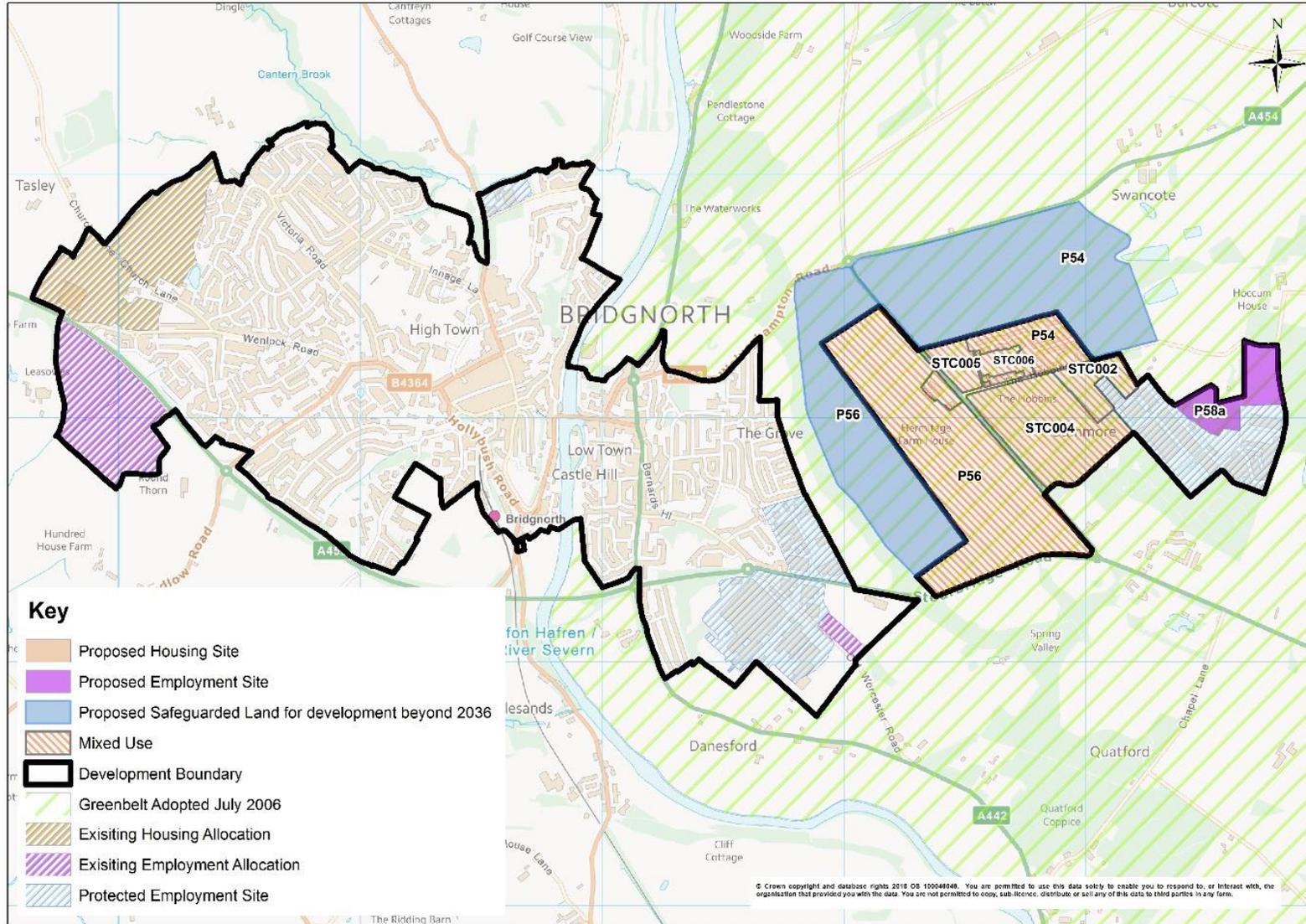
6.16. In light of the issues and challenges identified above, Shropshire Council considers that there is sufficient evidence of 'exceptional circumstances' in Bridgnorth to justify building on the existing urban fabric of the former RAF Stanmore to create a new community as a mixed use 'garden settlement' which would:

- improve local access to community facilities and infrastructure for existing residents;
- help improve access to employment, provide expansion space for existing businesses and support inward investment;
- provide a range of housing opportunities to help meet local needs;
- result in a significant net gain in the quantity, quality and connectivity of public open space;
- significantly improve access to extensive recreational open space and the countryside for existing and future residents;
- create new employment areas on greenfield land within the proposed development area and around Stanmore Industrial Estate complimenting the employment opportunities in the town; and

- deliver a new area of publicly accessible woodland and open space to include Hermitage ridge providing:
 - informal managed footpaths creating functional and recreational linkages between Lower Town and the country park;
 - interpretation boards on the woodland and ecological features; and
 - interpretation boards on The Hermitage caves scheduled monument.
- 6.17. Delivery of the planned growth would take place over an extended period with some development beyond the current Plan period to 2036. For this reason, in addition to the land being released for development, additional land is safeguarded to provide for Bridgnorth's longer term growth needs.
- 6.18. The majority of the Green Belt parcels involved have been individually assessed in the Green Belt Review as causing only moderate or moderate - high harm to the Green Belt if released. Although the combined impacts of release are greater, it is considered that justifiable exceptional circumstances exist and that there will be scope to offset potential adverse impacts by achieving improvements to the 'environmental quality and accessibility' of remaining Green Belt as required by national policy. Opportunities to develop alternative approaches which would provide equivalent outcomes without the release of Green Belt land have been carefully examined but are considered to be less appropriate due to a range of factors including:
- Flood risk;
 - Impacts on areas of high landscape value;
 - Accessibility constraints; and
 - The creation of new housing areas on greenfield land remote from, but dependent on, local facilities, services and employment in the town.
- 6.19. This means that, even though the preferred option would involve the development or safeguarding of a significant area of Green Belt land, the available alternatives are not considered to compare favourably to the creation of a large, mixed use scheme which is able to provide sufficient economies of scale to deliver the benefits highlighted above.

Proposed Development Boundary; Preferred Site Allocations and Preferred Areas of Safeguarded Land

6.20. The map below identifies the location of the proposed development boundary; preferred allocations; and preferred land safeguarded for future development in Bridgnorth:



6.21. The table below provides information on each of the preferred site allocations:

Preferred Allocations				
Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
P54 (part); P56 (part); P58a; STC002; STC004 (part); STC005; and STC006	Land at Stanmore	Overview:		Master-planned mixed-use garden settlement including housing, employment, a local centre and extended open space. Improvements will be required to the highway network, waste water treatment and other utilities. There is potential to establish a park and ride site to serve Bridgnorth from this direction. Careful consideration will need to be given to the protection of ancient woodland and other valuable environmental and heritage assets and the juxtaposition of housing and employment uses.
		29	850 Dwellings	Entry level, key worker and employee housing are particular local priorities.
		16	Employment	Expansion space for existing occupiers of the Stanmore industrial estate, starter and grow-on space for local firms and inward investment are particular local priorities.
		5	Local centre	To provide local services, facilities and infrastructure for both existing residents and to serve the new development proposed.
		36	Green Infrastructure (GI)	Measures will be sought to safeguard and improve facilities at the existing country park and to offset impact on Green Belt by significantly improving access to open space through the provision of additional land adjacent to the Low town of Bridgnorth by enhancing and linkages to Stanmore.

6.22. The table below provides information on each of the preferred areas of safeguarded land:

Preferred Land Safeguarded for Future Development Beyond 2036				
Site Reference	Site Location	Site Area (Ha)	Likely Use	Site Guidelines
P56 (part)	Land at Stanmore	32	Residential Uses	It is proposed that the land is safeguarded for future development beyond the current Plan Period.
P54 (part)	Land at Stanmore	48	Employment Uses	It is proposed that the land is safeguarded for future development beyond the current Plan Period.

Community Hubs:

- 6.23. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements Document:
www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf
- 6.24. Within the Bridgnorth Place Plan area, two proposed Community Hubs have been identified, these are:
- Alveley; and
 - Ditton Priors.

Alveley

- 6.25. Alveley is a large village situated in the metropolitan Green Belt close to the A442 Bridgnorth – Kidderminster road some 7 miles to the south-east of Bridgnorth. In 2016, the village had an estimated population of 1,583 people and contained 718 dwellings. The village has a range of local services and facilities including a primary school, GP, public house, shops, community hall and outdoor sports facilities.
- 6.26. The village was not identified as a location for planned development in the SAMDev Plan and in the previous Bridgnorth Plan (adopted 2006), apart from replacement dwellings and conversions, provision was made only for local needs affordable housing as infill within the development boundary. Therefore, there has been only limited housing growth in the village in the recent past, although 2 exception sites have recently been approved for affordable housing and there are outstanding commitments for 32 houses. High quality local needs housing development in Alveley is a particular local priority.

Development Strategy

- 6.27. Over the period to 2036, around 99 houses will be provided to supplement the existing committed sites. This will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements. Two site allocations are proposed to deliver around 70 houses, together with an allowance of 29 homes to be delivered through windfall sites or exception schemes.
- 6.28. As there are limited opportunities for infill development within the village boundary which is inset in the Green Belt, options for delivery of development to meet community need will necessitate expansion into the Green Belt which surrounds the village. A Green Belt review has been undertaken and indicates areas of lesser harm of release to the North and South of the village. The proposed housing allocations, detailed below, are favoured on this basis and that land to the North is readily accessible and provides an opportunity to derive community benefits in the form of improvements to sport and recreational facilities. Additional opportunities to achieve improvements to the 'accessibility' of remaining Green Belt will also be explored.

6.29. However, in order to provide long term certainty about future growth in Alveley, the delivery of planned growth will need to take place over an extended period with further development beyond the current Plan period to 2036. For this reason, in addition to the land currently being proposed for development, further land is safeguarded to provide for Alveley's longer term growth needs.

Summary of residential requirements

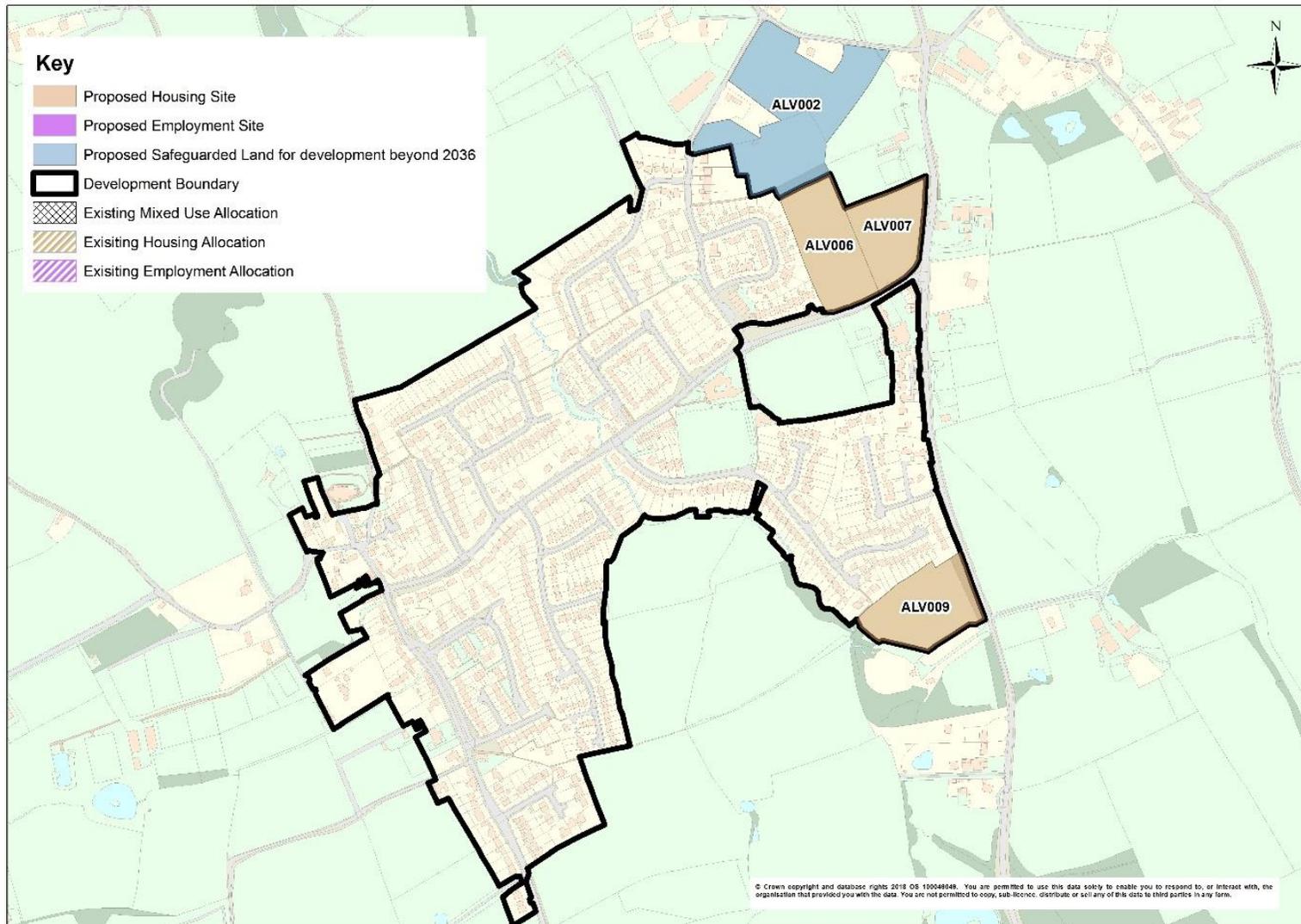
	Number of Dwellings
Preferred dwelling guideline 2016-2036	130
Dwellings completed in 2016-17*	6
Dwellings committed as at 31 st March 2017*	25
Remaining dwelling requirement to be identified	99
Dwellings to be allocated	70
Balance/Windfall allowance**	29

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary; Preferred Site Allocations and Preferred Areas of Safeguarded Land

6.30. The map below identifies the location of the proposed development boundary; preferred allocations; and preferred land safeguarded for future development in Alveley:



4.28. The table below provides information on each of the preferred site allocations:

Preferred Allocations				
Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
ALV006 / ALV007	Land north of Daddlebrook Road and west of A442, Alveley	2.5	35 dwellings	A low housing capacity is indicated as the site is being allocated for a mixed use scheme with an element of market housing to enable community facility provision. It is expected that proposals will provide for replacement and improved community sports and recreation facilities (with supporting infrastructure such as carparking) to replace provision that currently exists at Alveley Sports Club. Any site layout should provide for future access to ALV002 which is identified as a site for safeguarding for future development.
ALV009	Land Adjacent to The Cleckars, Alveley	1.4	35 dwellings	The public right of way which crosses the site would need to be taken into account in scheme design. Introduction of footway/speed limit extension and traffic calming. Site capacity will be impacted by the need safeguard mature trees and hedgerows and any ecological interest.

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6.31. The table below provides information on the preferred area of safeguarded land:

Preferred Land Safeguarded for Future Development Beyond 2036				
Site Reference	Site Location	Site Area (Ha)	Likely Use	Site Guidelines
ALV002	Land off Cooks Cross, Alveley	3	Safeguarded for housing	It is proposed that the land is safeguarded for future development beyond the current Plan Period.

Ditton Priors

6.32. Ditton Priors is a village some 7 miles to the west of Bridgnorth located at the foot of the Brown Clee Hill with the western part of the village within the AONB. It is off the main road network with the nearest main road being the B4363 Bridgnorth - Ludlow road around 2 miles to the south. In 2016, the village had an estimated population of 831 people and contained 340 dwellings. Perhaps as a result of its rurality it benefits from a relatively good range of local services and facilities, including a primary school, medical practice, convenience store, community hall and petrol station. There is also some local employment. The village is already identified as a Community Hub in the SAMDev Plan, although the site allocated for housing development has yet to be developed, contributing to the outstanding commitments for 24 houses.

Development Strategy

6.33. Over the period to 2036, modest amounts of further housing will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements. There is a strong need for high quality housing development in Ditton Priors to complement local character and some identified need for smaller (1 and 2 bed) affordable units (Homepoint 2018). A local housing needs survey is proposed to provide a more accurate picture of local requirements.

6.34. Small, well designed developments will be acceptable within the development boundary provided they are sensitive to the village's Conservation Area and its location within the AONB.

Summary of residential requirements

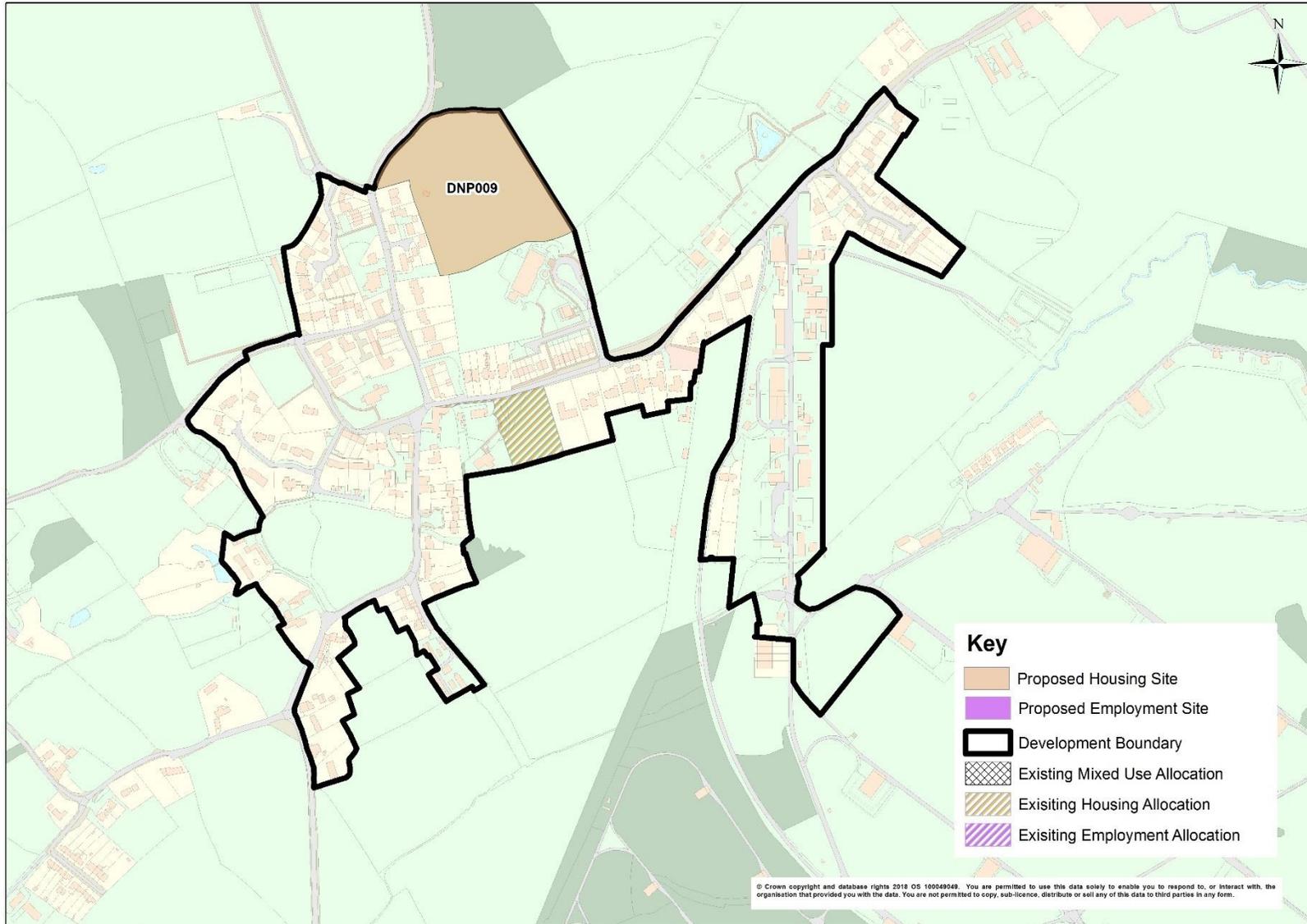
	Number of Dwellings
Preferred dwelling guideline 2016-2036	65
Dwellings completed in 2016-17*	0
Dwellings committed as at 31 st March 2017*	24
Remaining dwelling requirement to be identified	40
Dwellings to be allocated	40
Balance/Windfall allowance**	1

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocation

6.35. The map below identifies the location of the preferred site allocation and the proposed development boundary for Ditton Priors:



The table below provides information on each of the preferred site allocation:

Preferred Allocations				
Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
DNP009	Land off Derrington Road, Adjacent to Brown Clee Primary School, Ditton Priors	2.0	40	Subject to securing a new access to and parking for the primary school. The design and layout of development may need to take into account surface water flood risk.

Community Clusters:

6.36. The identification of Community Clusters will primarily be based on the aspirations of those communities, as expressed by their Parish Council(s)/Parish Meeting(s). Regard will also be given to the Local Plan Review evidence base and the views expressed by promoters of sites, residents and other stakeholders.

6.37. Based on the responses received during previous stages of consultation on the Local Plan Review, two proposed Community Clusters have been identified within the Bridgnorth Place Plan area, these are:

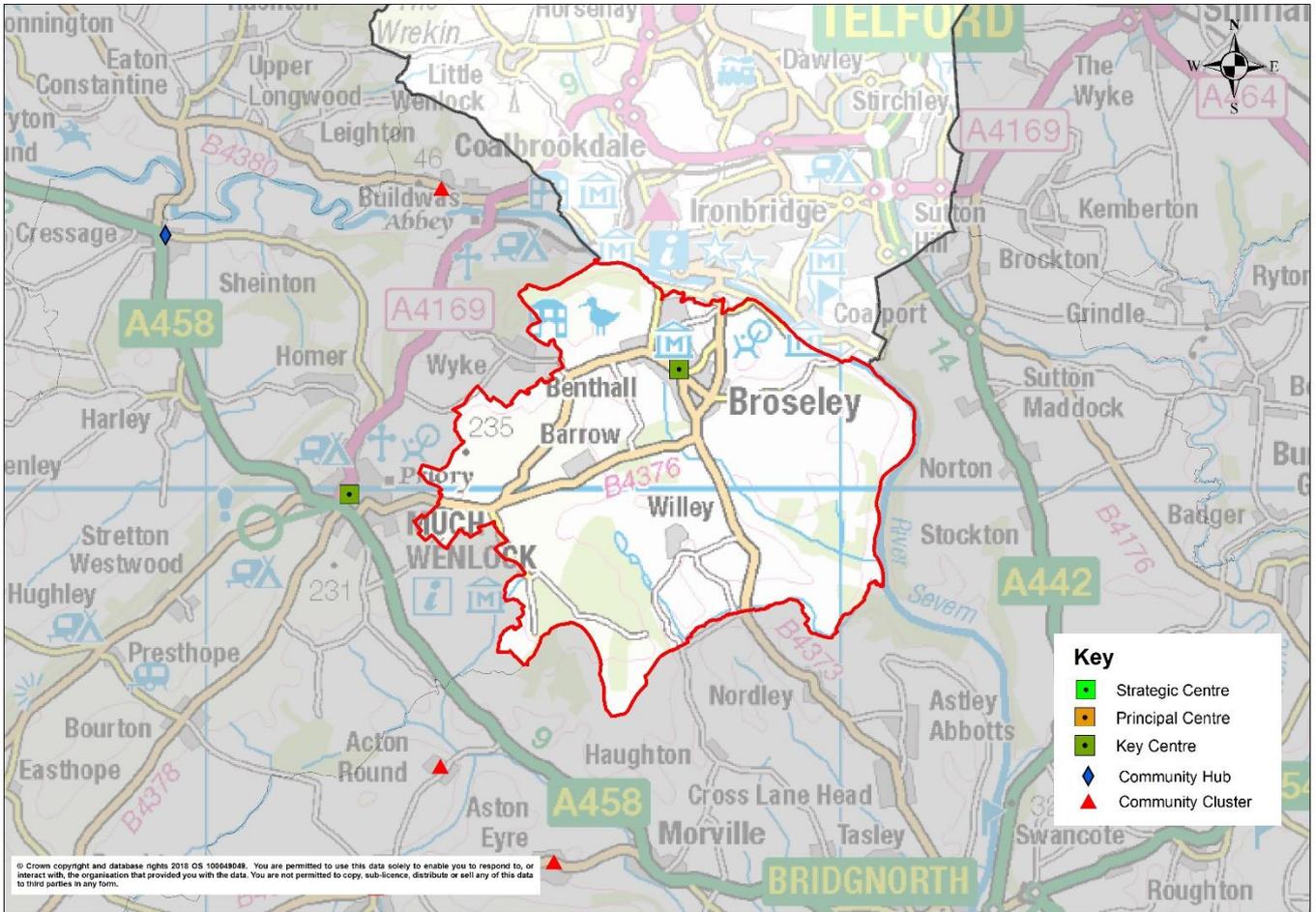
- Acton Round, Aston Eyre, Monkhopton and Upton Cressett; and
- Neenton

6.38. Within Community Clusters, it is proposed that a criteria based policy will manage development. A draft of this policy was provided within the previous Preferred Scale and Distribution of Development Consultation Document, available to view at:

<https://shropshire.gov.uk/media/7632/preferred-options-consultation-final.pdf>

7. Broseley Place Plan Area

7.1. The Broseley Place Plan Area is located in east Shropshire. The Place Plan area contains the Key Centre of Broseley and numerous smaller villages and hamlets.



Settlement Type	Settlement Name
Key Centre:	Broseley
Community Hubs:	N/A
Community Clusters:	N/A

7.2. If your village is not included in the list of proposed Community Hubs or Community Clusters above, then this means that it will be 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies.

Key Centre: Broseley

- 7.3. Broseley has been identified as a proposed key centre and will contribute towards the strategic growth objectives in the east of the County. The town extends along a broad ridge for about a mile on the southern side of the Ironbridge Gorge World Heritage Site, between Bridgnorth and Telford.
- 7.4. In 2016, the town had an estimated population of 5,372 people and contained 2,416 dwellings. Broseley generally has an older age structure and a smaller percentage of its population of working age (approximately 58% of the population) than the average for Shropshire (approximately 60%), the West Midlands (approximately 62%) and Great Britain (approximately 63%).
- 7.5. Broseley is an historic settlement containing a large Conservation Area and many listed buildings. It is also in proximity of other significant heritage and environmental assets, including the aforementioned Ironbridge Gorge World Heritage Site; Severn Gorge Conservation Area; ancient woodland; and several designated wildlife sites.
- 7.6. The town was prominent in the early industrial revolution, which has resulted in a significant mining and smelting heritage, but also has implications for ground conditions. The unplanned growth, narrow lanes and streets formed during this period is an intrinsic part of its character.
- 7.7. The implications of the redevelopment of the nearby Ironbridge Power Station, although in the adjacent Much Wenlock Place Plan area, will also require due consideration.
- 7.8. Identified critical infrastructure priorities for Broseley include:
 - Consideration of the need for additional primary and secondary school provision.
 - Local and strategic highway improvements.
 - Provision of additional leisure, recreation, amenity and cemetery facilities.
 - Further information on infrastructure constraints and priorities are available within the Broseley Place Plan.
- 7.9. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.
- 7.10. A detailed profile of the key centre of Broseley is available here:
<https://shropshire.gov.uk/media/9802/broseley.pdf>

Development Strategy

- 7.11. Broseley will act as a key centre and contribute towards the strategic growth objectives in the east of the County.
- 7.12. The Local Plan Review will seek to achieve balanced housing and employment growth within Broseley, through the provision of around 250 dwellings and around 3 hectares of employment development between 2016 and 2036.
- 7.13. In 2016-17, 42 dwellings were completed and a further 145 dwellings were committed through planning permission, prior approval or site allocation. Therefore, a further 63 dwellings will need to be identified on new housing sites to support the housing growth objectives of the Local Plan Review.

- 7.14. There are no housing allocations in Broseley in the current Local Plan, reflecting previous delivery, outstanding planning permissions, the expected approval of the large site at Dark Lane (which is currently being developed) and other anticipated windfall development.
- 7.15. Since 2006 Broseley has delivered new housing at a relatively modest rate, except during 2016 - 2017 when 42 houses were completed, reflecting the completions at Dark Lane. The annual build rate required over the Local Plan Review period is around 11 dwellings per annum. This rate is similar to the average rate experienced since 2006 and is considered realistic and deliverable.
- 7.16. Whilst some opportunities for development of windfall sites within the existing development boundary have been identified, there will be a need for additional sites for residential development to secure the identified growth required.
- 7.17. Broseley is not a main employment centre but has a number of employment premises. Existing employment land, includes sites at Cockshutt Lane and off Calcutts Road. To assist the economic growth objectives for the County, 1 hectare of employment to the south of Avenue Road is already committed by virtue of an allocation for B class employment uses. Therefore, an additional 2 hectares of employment land will be needed to support the employment growth objectives. This will be enabled by allowing appropriate sites to come forward facilitated by policy in the Plan.
- 7.18. Additional land opportunities will need to recognise the presence of numerous natural and heritage assets including the Ironbridge Gorge World Heritage Site, Severn Gorge Conservation Area; Broseley Conservation Area, wildlife sites and areas of landscape sensitivity. There will also be a need to take into account extensive areas of historic mining that impact on ground conditions and the historic road network of narrow lanes and streets

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	250
Dwellings completed in 2016-17*	42
Dwellings committed as at 31 st March 2017*	145
Remaining dwelling requirement to be identified	63
Dwellings to be allocated	55
Balance/Windfall allowance**	8

**Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.*

Summary of employment land requirements

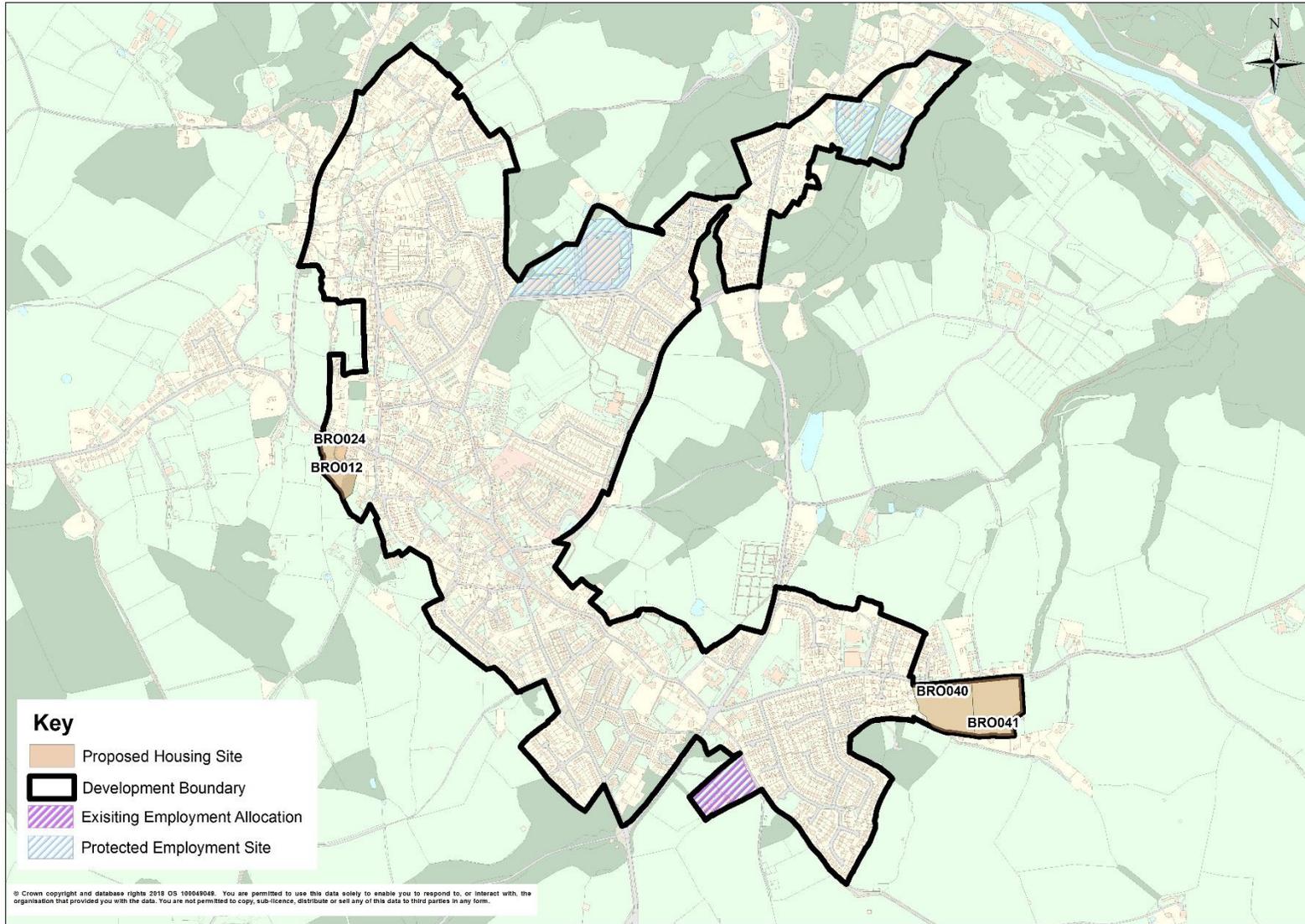
	Employment Land (Ha)
Preferred employment land guideline 2016-2036	3
Commitments and allocations as at 31 st March 2017*	1
Employment land shortfall	2
Employment land to be allocated	0
Balance/Windfall allowance**	

**Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall development.*

Proposed Development Boundary and Preferred Site Allocations

7.19. The map below identifies the location of the preferred site allocations and the proposed development boundary for Broseley:



7.20. The table below provides information on each of the preferred site allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
BRO012 And BRO024	Land off Barratt's Hill, Broseley	0.86	10 dwellings	<p>Necessary improvements to the access to accommodate small-scale development on the site should be assessed and implemented.</p> <p>Design and layout must complement the sites setting within a conservation area and in proximity of listed buildings. It should also minimise any impact from the noise from the adjacent road.</p> <p>The wall fronting Barratts Hills on the sites western boundary should be retained and improved.</p> <p>On-site open space provision should link to and enhance the environmental network. Mature trees and hedges should be incorporated into the site design.</p> <p>The local 'green hay' technique should be used to seed any grassland.</p> <p>Residential development should be limited to those elements of the sites located outside the 1,000 year surface flood risk zone.</p> <p>Site investigation will be required due to historic coal mining/quarrying activities - stability and contamination.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p>
BRO040 and BRO041 (western field)	Land at Coalport Road, Broseley	2.99	45 dwellings	<p>A comprehensive scheme should occur across BRO040 and BRO041 (western field). Design and layout should seek to minimise the visual impact of development.</p> <p>The proposed housing mix should reflect local needs.</p> <p>Significant and strong landscape buffers should be provided along sites boundaries.</p> <p>The watercourse that forms the sites eastern boundary and the public footpath which forms the sites western boundary should form the focus for two green corridors.</p> <p>A significant area of open space should be provided on the site.</p> <p>Mature trees, hedgerows and boundary trees should be retained.</p> <p>The speed limit on Coalport Road should be extended to reflect the extent of the site.</p> <p>A pedestrian footway should be provided along the sites northern boundary.</p> <p>Site investigation will be required due to historic coal mining/quarrying activities - stability and contamination.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p>

Community Hubs

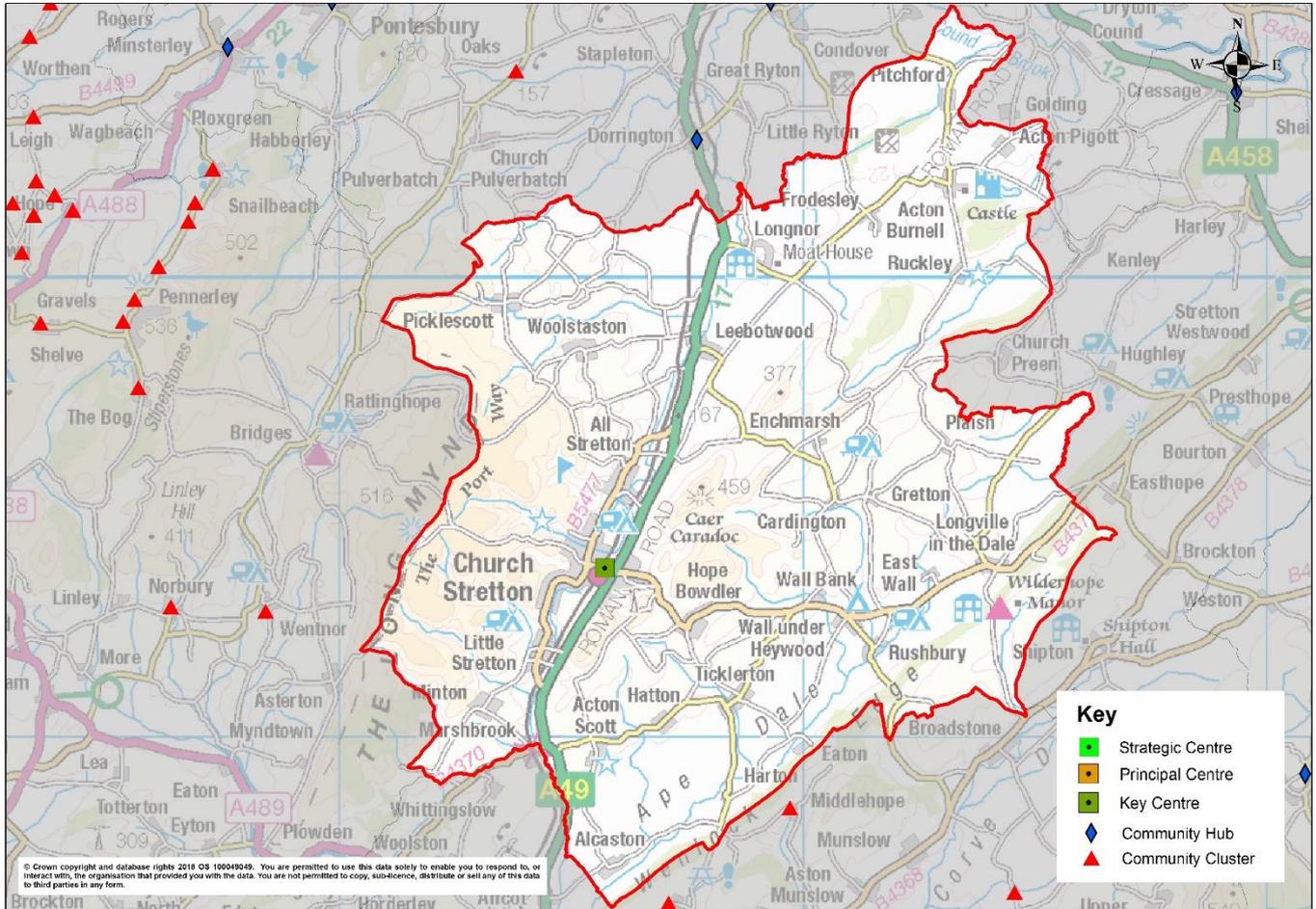
- 7.21. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements Document:
www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf
- 7.22. Within the Broseley Place Plan area, no proposed Community Hubs have been identified.

Community Clusters

- 7.23. The identification of Community Clusters will primarily be based on the aspirations of those communities, as expressed by their Parish Council(s)/Parish Meeting(s). Regard will also be given to the Local Plan Review evidence base and the views expressed by promoters of sites, residents and other stakeholders.
- 7.24. Based on the responses received during previous stages of consultation on the Local Plan Review, no Community Clusters have been identified within the Broseley Place Plan area.
- 7.25. Within Community Clusters, it is proposed that a criteria based policy will manage development. A draft of this policy was provided within the previous Preferred Scale and Distribution of Development Consultation Document, available to view at:
<https://shropshire.gov.uk/media/7632/preferred-options-consultation-final.pdf>

8. Church Stretton Place Plan Area

8.1. The Church Stretton Place Plan Area is located in south Shropshire. The Place Plan area contains the Key Centre of Church Stretton and numerous other small villages and hamlets.



Settlement Type	Settlement Name
Key Centre:	Church Stretton
Community Hubs:	N/A
Community Clusters:	N/A

8.2. All settlements in the Church Stretton area (other than Church Stretton itself) are 'countryside' for planning policy purposes. This means that new development is strictly controlled in accordance with national and local planning policies. New housing will only be permitted in exceptional circumstances.

Key Centre: Church Stretton

- 8.3. Church Stretton has been identified as a proposed key centre. The town lies in a valley on the A49 in south Shropshire between Shrewsbury and Ludlow. In 2016, the town had an estimated population of 3,936 people and contained 1,987 dwellings. The demographic profile shows that it has a significantly higher proportion of people aged over 65 than in England and the lowest proportion of people of working age (43.7%) in the county (Shropshire has 60% as a whole).
- 8.4. A greater number of Church Stretton household spaces are detached properties (52.2%) compared to Shropshire as a whole (39.5%). Fewer household spaces are semi-detached (21.6%) than in the rest of the county (33.4%).
- 8.5. Church Stretton is the only town in the Shropshire Hills Area of Outstanding Natural Beauty (AONB). The town's development from a medieval settlement to spa resort in the late 19th century has left a legacy of fine period buildings. These, along with the Long Mynd to the west and Stretton Hills to the east, combine to create an attractive, high quality environment which is a popular tourist and retirement destination.
- 8.6. The three largest employment sectors (in order) in Church Stretton are retail; education; and accommodation and food services. Together these account for 42.1% of employment. These sectors have a higher share of the local economy than in the rest of Shropshire. More than four-fifths of businesses in the town employ less than 5 people. An additional 8% employ between 5 and 9. Less than 5% have a workforce of 20 or more
- 8.7. A detailed profile of Church Stretton is available here:
<https://shropshire.gov.uk/media/9683/church-stretton.pdf>
- 8.8. There are strong environmental constraints to development in Church Stretton. The valley floor to the north and south of the town centre is prone to flooding and there are numerous heritage and national and local biodiversity designations including; a large Conservation Area covering much of the historic built form; a cluster of grade II Listed Buildings along the High Street; Scheduled Monuments at Caer Caradoc, Novers Hill, Bodbury Ring and Brockhurst Castle; the Long Mynd SSSI; Coppice Leasowes Local Nature Reserve and several large Local Wildlife Sites on the Stretton Hills, two of which contain ancient woodland.
- 8.9. Key planning issues for Church Stretton include the need to; safeguard the high quality natural and built environment; provide more affordable and low-cost market housing and deliver diversified employment opportunities.
- 8.10. Identified critical infrastructure requirements for Church Stretton include:
 - Assessment of the sewerage network capacity.
 - Junction capacity, sustainability and safety improvements to facilitate specific development sites.
- 8.11. Identified priority infrastructure requirements include:
 - A review of primary and secondary school places to ensure sufficient provision
 - Provision of a multi-purpose health and wellbeing centre

- Provision of new changing facilities and pavilion at Brooksburry Recreation Ground.
- Provision and maintenance of facilities and equipment for sport, recreation and leisure
- Production of Operational Flood Response Plan
- Local highway improvements, including speed and safety, public realm enhancements and sustainable travel.

8.12. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.

Development Strategy

8.13. Church Stretton will act as a Key Centre and contribute towards the strategic growth objectives in the south of the County.

8.14. The Local Plan Review will seek to achieve balanced housing and employment growth within Church Stretton, through the provision of around 250 dwellings and around 3 hectares of employment development between 2016 and 2036.

8.15. In 2016-17, nine dwellings were completed and a further 110 dwellings were committed through planning permission, prior approval or site allocation. Therefore, a further 131 dwellings will need to be identified on new sites to support the housing growth objectives of the Local Plan Review.

8.16. Between 2006/07 and 2016/17 the average housing delivery rate in Church Stretton was 13 dwellings per year. The annual build rate required over the Local Plan Review period is 13 dwellings per year. This is considered realistic and deliverable, given the recent completion rates in the town.

8.17. As of 1st April 2016 there was one hectare of land committed for employment in Church Stretton. Therefore an additional 2 ha needs to be delivered to support the employment development objectives for the town. No employment allocations are proposed as it is considered that appropriate employment land will be achieved through windfall development. Proposals to develop a minimum of 2 hectares of additional employment land will be supported on appropriate sites consistent with criteria-based Local Plan policies to deliver the preferred level of employment development in the town.

8.18. Additional land opportunities will need to recognise the town's location within the Shropshire Hills AONB, flood risk in the town centre and to the north and south of the town, as well as the need to safeguard the significance/special interest of a range of nationally and locally designated historic and natural assets.

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	250
Dwellings completed in 2016-17*	9
Dwellings committed as at 31 st March 2017*	110
Remaining dwelling requirement to be identified	131
Dwellings to be allocated	110
Balance/Windfall allowance**	21

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Summary of employment land requirements

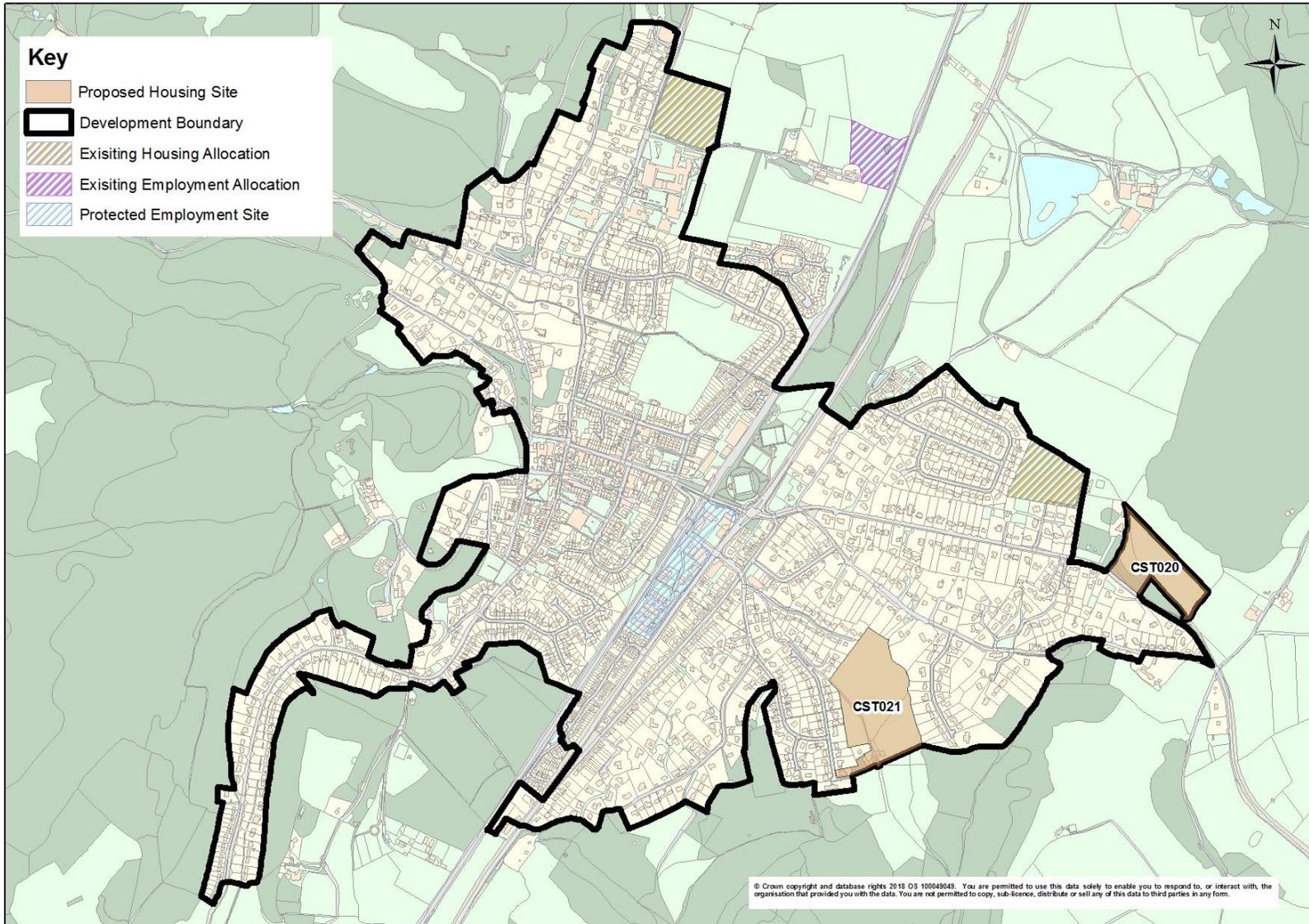
	Employment Land (Ha)
Preferred employment land guideline 2016-2036	3
Commitments and allocations as at 31 st March 2017*	1
Employment land shortfall	2
Employment land to be allocated	0
Balance/Windfall allowance**	2

*Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall development.

Proposed Development Boundary and Preferred Site Allocations

8.19. The map below identifies the location of the preferred site allocations and the proposed development boundary for Church Stretton:



8.20. The table below provides information on each of the preferred site allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 88</p> <p>CST020 (part)</p>	<p>Land NW of Gaerstone Farm, Church Stretton</p>	<p>Area proposed for allocation is 2.39ha (total site area is 4.02 ha)</p>	<p>40 dwellings</p>	<p>The unallocated part of the promoted site must provide a landscape buffer to the Ancient Woodland on Helmeth Hill. Guidance is available in Natural England and Forestry Commission Standing advice on development near Ancient Woodland This woodland is also a Wildlife Site and is subject to a Tree Preservation Order. The landscape buffer should include sympathetic habitat creation measures.</p> <p>Additionally, the whole of the promoted site is within an Environmental Network so the design and layout of development must include habitats which maintain and enhance the links between Helmeth Hill and Hazler Hill. The woodland along the southern boundary of the site should be retained as part of this. Other mature trees and hedgerows should be retained and integrated into the green links through the site.</p> <p>A HRA will be needed for in-combination recreational impact on the Stiperstones and Hollies SAC. Depending on the outcome, mitigation measures for any impact are likely to be delivered through an increase in the amount of open space provided by the development. The southern part of the allocated site is in a Conservation Area. A Heritage Assessment (HA) will be needed to determine the effect of development on this designated asset and set out measures to avoid adverse effects. A desk based archaeological assessment should be included in the HA for earthworks showing on the Historic Environment Record. The design, layout and materials used in the development should be of a high quality and be informed by the HA.</p> <p>Vehicular and pedestrian access to the site will be via Sandford Avenue. A pedestrian crossing to the footway on the opposite side of Sandford Avenue will be needed. A review of the extent of the existing speed limit will also need to be carried out.</p> <p>Open space provision should be located on the more elevated and sensitive elements of the sites to the north and east. Open space provision should also integrate into the green links through the site.</p> <p>Mature trees and hedgerows should be retained and again integrated into the green links through the site.</p> <p>Other relevant supporting studies should be undertaken and their recommendations implemented.</p>

<p>CST021</p>	<p>Snatchfield Farm, Church Stretton</p>	<p>4.29</p>	<p>70</p>	<p>Site should be accessed via Chelmick Drive (this will involve the demolition of a bungalow in site promoter's ownership). A HRA will be needed for in-combination recreational impact on the Stiperstones and Hollies SAC. Depending on the outcome, mitigation measures for any impact are likely to be delivered through an increase in the amount of open space provided by the development. A detailed botanical survey to determine whether rush pasture priority habitat is present will be needed. If so, then policy MD12 which prevents significant adverse effect on such habitats will apply. Damper grassland and channels should be retained along the eastern boundary and linked to the Environmental Network to the south west and south east. Mature trees along the site's eastern and northern boundaries should be retained and given an adequate buffer. Links between these and the woodland to the south of the site boundary should be maintained and the off-site woodland buffered through landscaping. The line of the Jack Mytton Way through the site must be retained and buffered through sympathetic landscaping. A Heritage Assessment (HA) will be needed to determine the effect of development on setting of the adjacent Conservation Area and set out measures to avoid adverse effects. A desk based archaeological assessment should be included in the HA for earthworks showing on the Historic Environment Record. The design, layout and materials used in the development should be of a high quality and be informed by the HA. Residential development should be limited to that part of the site located outside the 1 in 1,000 year surface flood risk zone. Any other relevant supporting studies should be undertaken and their recommendations implemented.</p>
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Community Hubs

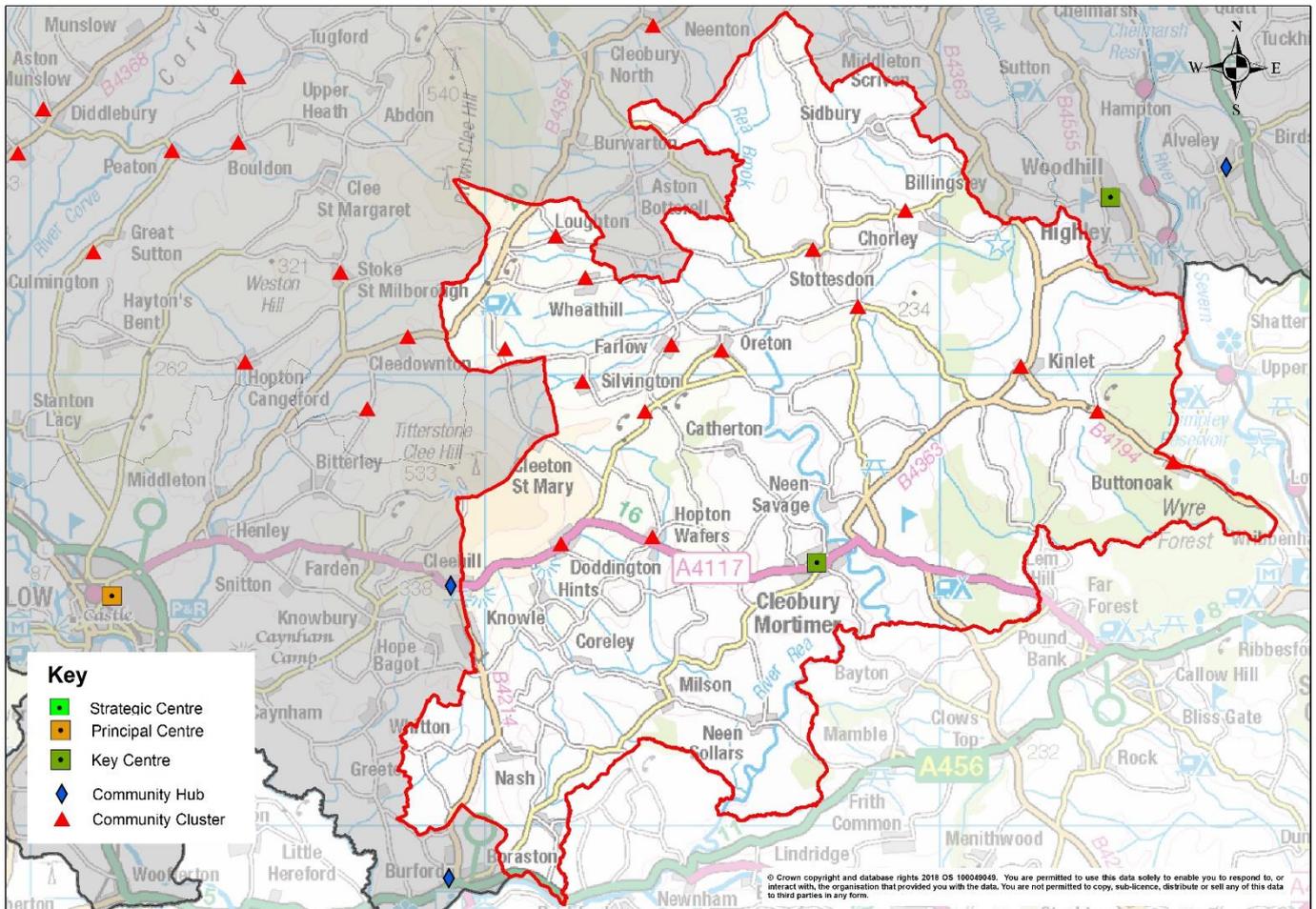
- 8.21. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements Document:
www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf
- 8.22. No Community Hubs have been identified within the Church Stretton Place Plan area.

Community Clusters

- 8.23. The identification of Community Clusters will primarily be based on the aspirations of those communities, as expressed by their Parish Council(s)/Parish Meeting(s). Regard will also be given to the Local Plan Review evidence base and the views expressed by promoters of sites, residents and other stakeholders.
- 8.24. Based on the responses received during previous stages of consultation on the Local Plan Review, there are no Community Clusters in the Church Stretton area.
- 8.25. Within Community Clusters, it is proposed that a criteria based policy will manage development. A draft of this policy was provided within the previous Preferred Scale and Distribution of Development Consultation Document, available to view at:
<https://shropshire.gov.uk/media/7632/preferred-options-consultation-final.pdf>

9. Cleobury Mortimer Place Plan Area

9.1. The Cleobury Mortimer Place Plan Area is in south Shropshire. The Place Plan area contains the Key Centre of Cleobury Mortimer and numerous small villages and hamlets, a number of which are identified as Community Cluster settlements as listed below. The rest of the Place Plan area is classified as 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies.



Settlement Type	Settlement Name
Key Centre:	Cleobury Mortimer
Community Hubs:	N/A
Community Clusters:	<ul style="list-style-type: none"> • Kinlet, Button Bridge, and Button Oak • Hopton Wafers and Doddington • Oretton, Farlow and Hill Houses • Silvington, Bromdon, Loughton and Wheathill • Stottesdon, Chorley and Bagginswood

9.2. All settlements in the Cleobury Mortimer area (other than Cleobury Mortimer itself) are 'countryside' for planning policy purposes. This means that new development is strictly controlled in accordance with national and local planning policies. New housing will only be permitted in exceptional circumstances.

Key Centre: Cleobury Mortimer

- 9.3. Cleobury Mortimer is small rural market town in the very south of Shropshire close to the boundary with Worcestershire. It is some 11 miles to the East of Ludlow and a similar distance to the west of Kidderminster. In 2016, the village had an estimated population of 3,049 people and contained 1,306 dwellings.

Development Strategy

- 9.4. Cleobury Mortimer Town Council are in the early stages of developing a Neighbourhood Plan for the town also to cover the period to 2036. Shropshire Council continues to have a role in providing strategic planning policies for the area, and in discussion with the Town Council the Local Plan Review will provide an overall housing guideline for the Cleobury Mortimer, but it will be the role of the Neighbourhood Plan to subsequently provide additional policies on how this growth should be managed and to support sustainable development. This could include identifying a development boundary for the town and specific site allocations.
- 9.5. The Neighbourhood Plan will need to be in general conformity with the strategic policies of the Local Plan Review. Shropshire Council will support the Town Council in the preparation of their Neighbourhood Plan.
- 9.6. Existing commitments and recent growth, together with environmental constraints, have been taken into account in setting a new housing guideline figure for the town to 2036

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	200
Dwellings completed in 2016-17*	1
Dwellings committed as at 31st March 2017*	61
Remaining dwelling requirement to be identified	138
Dwellings to be allocated	To be determined by the neighbourhood plan
Balance/Windfall allowance**	To be determined by the neighbourhood plan

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Summary of employment land requirements

	Employment Land (Ha)
Preferred employment land guideline 2016-2036	2
Commitments and allocations as at 31 st March 2017*	1
Employment land shortfall	1
Employment land to be allocated	To be determined by the neighbourhood plan
Balance/Windfall allowance**	To be determined by the neighbourhood plan

*Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall development.

Community Hubs

- 9.7. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements Document:
www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf
- 9.8. No Community Hubs have been identified within the Cleobury Mortimer Place Plan area.

Community Clusters

- 9.9. The identification of Community Clusters will primarily be based on the aspirations of those communities, as expressed by their Parish Council(s)/Parish Meeting(s). Regard will also be given to the Local Plan Review evidence base and the views expressed by promoters of sites, residents and other stakeholders.
- 9.10. Based on the responses received during previous stages of consultation on the Local Plan Review, the following Community Clusters are proposed to be designated in the Cleobury Mortimer Place Plan area:
- Kinlet, Button Bridge and Button Oak
 - Hopton Wafers and Doddington
 - Oreton, Farlow and Hill Houses
 - Silvington, Bromdon, Loughton and Wheathill
 - Stottesdon, Chorley and Bagginswood
- 9.11. Within Community Clusters, it is proposed that a criteria based policy will manage development. A draft of this policy was provided within the previous Preferred Scale and Distribution of Development Consultation Document, available to view at:
<https://shropshire.gov.uk/media/7632/preferred-options-consultation-final.pdf>

Key Centre: Craven Arms

- 10.3. Craven Arms (2016 population 2,607) acts as a key service centre not just for the town, but for a sizeable area of south Shropshire. Located on the A49 trunk road, the town forms an important junction with the B4368 extending east into the Corvedale and west into the Clun valley along with the B4367 and into the Kemp valley via the B4385. The town is located on the Shrewsbury to Cardiff rail line and also accommodates the rail junction with the Heart of Wales line to Aberystwyth.
- 10.4. The town sits between the high ground of the Shropshire Hills Area of Outstanding Natural Beauty to the west (and east) and the River Corve along the eastern boundary of the town. Craven Arms is therefore crossed by many small water courses and development is required to take account of the potential flood risks especially from surface water flooding. The growth of the town was influenced by its accessibility and its function as a service centre for the local agricultural economy but also has significant evidence of previous settlement in the form of its Conservation Area and its many, known sites of archaeological interest.
- 10.5. Craven Arms is already pursuing an ambitious growth strategy to improve the employment opportunities and deliver significant new housing in the town. The development partners and key stakeholders will continue to work together to successfully implement this strategy during the period for the Local Plan from 2016 to 2036.
- 10.6. There are significant planning challenges and key planning issues for Craven Arms including the:
- proposed relocation of the existing abattoir operation from their site on Corvedale Road (east) to the proposed Newington Food Park (north);
 - delivery of a new highway junction on the A49 to serve Newington Food Park;
 - creation of a new northern highway from the A49 junction (north) to Watling Street (west) bridging the rail line and enabling the closure of the Long Lane level crossing;
 - the use of the new highway infrastructure to provide a strategic link between the A49 and the proposed new employment and housing sites;
 - provision of significant new market and affordable housing to meet local needs; and
 - management and accessibility of community facilities and open space.
- 10.7. These challenges from part of the growth strategy for the town and the delivery of these objectives will help the Council to address the priorities outlined in the overarching Economic Growth Strategy, at a local level.
- 10.8. A detailed profile of the key centre of Craven Arms providing more detailed information about key local characteristics and issues is available here: <https://shropshire.gov.uk/media/9684/craven-arms.pdf>.
- 10.9. Identified infrastructure priorities for Craven Arms include:
- Local and strategic highway improvements.
 - Waste water treatment and sewerage capacity.
 - Reinforcement of electricity supply capacity to existing employment areas.
 - Creation of Newington Food Park to accommodate the relocation and expansion of a key local employer.
 - Regeneration of the 'high street' uses on Corvedale Road and improvement of the eastern gateway into the town.
 - Improvement of primary school provision within the town.
 - Appropriate secondary school capacity in other key centres to serve the town.

- Additional leisure, recreation, amenity and cemetery facilities.
- Further information on infrastructure constraints and priorities are available within the Craven Arms Place Plan.

10.10. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.

Development Strategy

- 10.11. Craven Arms will act as a Key Centre and contribute towards the strategic growth objectives in the south of the County. It is expected that Craven Arms will continue to explore ways in which it can effectively implement the ambitious growth strategy previously set out in the SAMDev Plan, Policy S7.1.
- 10.12. A key proposal for the growth and regeneration of Craven Arms is the relocation of the Euro Quality Lambs (EQL) abattoir from its existing and physically constrained site on the high street at Corvedale Road. It is then proposed that the high street will itself be regenerated as a Key Area of Change to better meet the needs of the community and to improve the eastern gateway into the town.
- 10.13. The relocation of EQL to Newington Farm, on to an 8 hectare site to the north of the town, is the key proposal for the growth and regeneration of Craven Arms and its economy. Newington Food Park will provide a new strategic junction onto the A49 and will accommodate a modern abattoir and processing complex with further 'value-added' processing operations to increase production and diversify the business enterprise. This facility will be developed over time and will include appropriate support services comprising cold storage warehousing, HGV delivery and distribution facilities, car parking and facilities for employees and visitors and appropriate physical bio-security measures.
- 10.14. The EQL relocation will consolidate employment opportunities around the successful Craven Arms Business Park on Long Lane. The Business Park will soon reach full capacity and an opportunity to create a further Phase 2 development is available on a 3.5 hectare site to the north of Long Lane. The new strategic junction to Newington Food Park on the A49 will also trigger the release of a new employment site for 2.5 hectares on the west of the A49, adjoining the rail line and the Business Park.
- 10.15. The allocated site for Phase 2 of Craven Arms Business Park is separated from the A49 by the Shrewsbury to Cardiff rail line and the Long Lane level crossing. This is the proposed location for an automated level crossing with longer closure times likely to affect the A49 at its junction with Long Lane.
- 10.16. It is an objective of the strategy that the strategic junction on the A49 also be used to facilitate a new northern highway linking the trunk road to the proposed developments on Long Lane (north) and Watling Street (west) to improve communications in and around the town.
- 10.17. This new northern highway would need to bridge the rail line and would facilitate the complete closure of the Long Lane level crossing. This new northern highway would then link the A49 and Newington Food Park with the other two employment sites and the new allocated housing sites along Watling Street.
- 10.18. The committed site for the expansion of the Business Park is identified in Schedule 7.1c below with other sites which will complement the range and choice of economic development opportunities in the town. The expansion site to the north of Long Lane Long could include recycling and environmental industries

which have been successfully integrated into the existing Business Park to the south.

- 10.19. The local housing market is not as strong as most of southern Shropshire which results in a lower requirement for affordable housing as a developer contribution from open market developments. However, this is now supported by the recent delivery of the exception housing scheme west of Watling Street for site for 25 dwellings.
- 10.20. Housing sites to accommodate around 325 new dwellings will help to deliver the growth aspirations for Craven Arms. These existing allocations include a series of sites located along the eastern frontage of Watling Street which are proposed to be linked to the A49 via the proposed, new northern highway. These sites are expected to provide significant new market and affordable housing to meet local needs within the town and the Craven Arms Place Plan area.
- 10.21. To assist the operation and management of the proposed Newington Food Park, it is proposed to allocate Newington Farmstead for a small residential conversion of the historical farm buildings to provide around 5 new dwellings to accommodate key workers employed at the Food Park. This redevelopment will enable the demolition of unsympathetic modern outbuildings on the site to reveal the historic character of the Farmstead and it is expected that these significant buildings will be redeveloped to enhance their appearance and to conserve their architectural interest.
- 10.22. In addition to the identified site allocations, there are significant opportunities for the development of windfall sites within the existing development boundary and an allowance of around 90 dwellings has been made for this purpose. This allowance is to ensure the delivery of around 500 new dwellings in Craven Arms to 2036.

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	500
Dwellings completed in 2016-17*	32
Dwellings committed as at 31 st March 2017*	377
Remaining dwelling requirement to be identified	91
Dwellings to be allocated	0
Balance/Windfall allowance**	91

**Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.*

Summary of employment land requirements

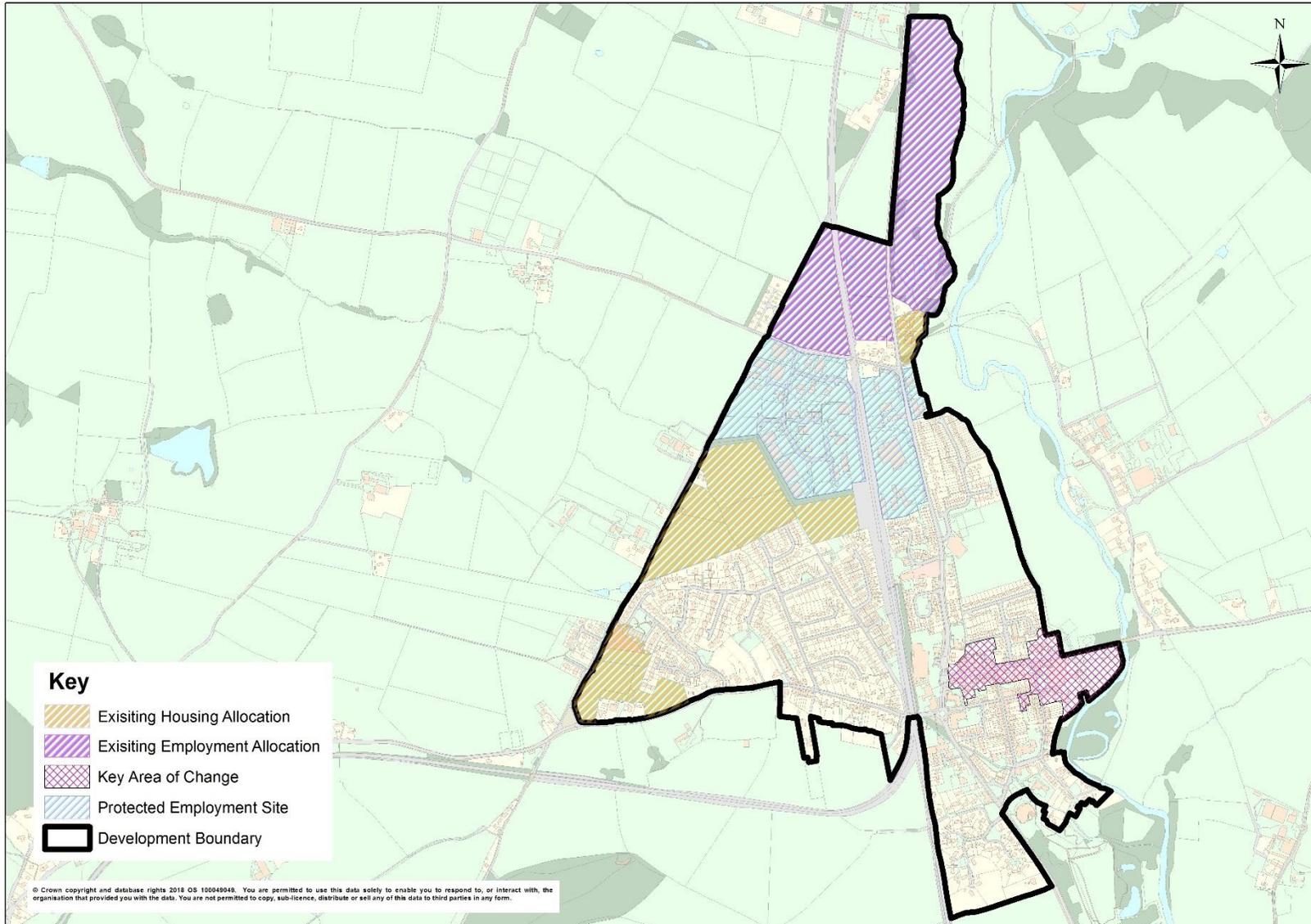
	Employment Land (Ha)
Preferred employment land guideline 2016-2036	5
Commitments and allocations as at 31 st March 2017*	14
Employment land shortfall	0
Employment land to be allocated	0
Balance/Windfall allowance**	0

**Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall development.*

Proposed Development Boundary

10.23. The map below identifies the location of the proposed development boundary for Craven Arms:



Community Hubs

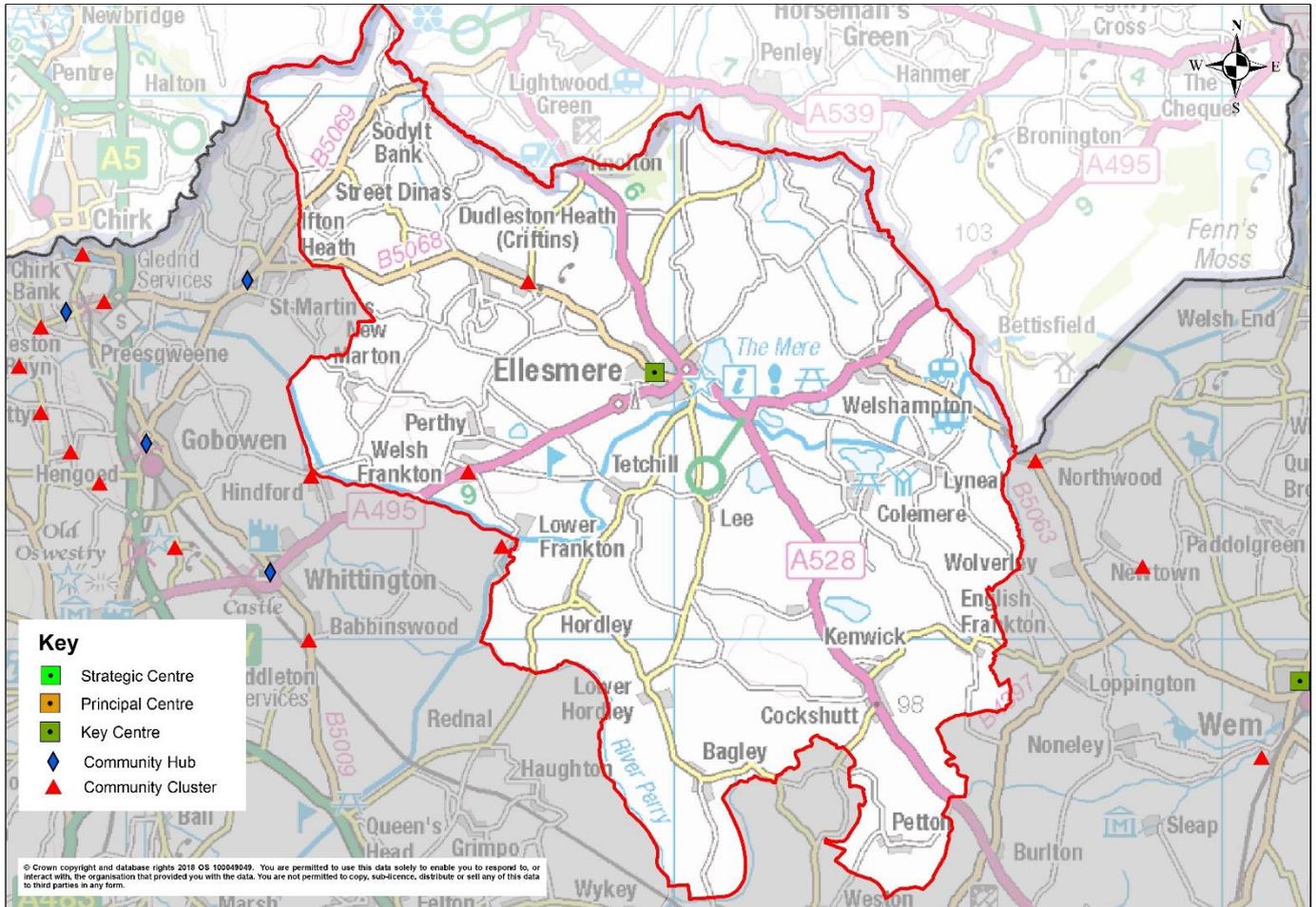
- 10.24. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements Document:
www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf
- 10.25. No proposed Community Hubs have been identified within the Highley Place Plan area.

Community Clusters

- 10.26. The identification of Community Clusters will primarily be based on the aspirations of those communities, as expressed by their Parish Council(s)/Parish Meeting(s). Regard will also be given to the Local Plan Review evidence base and the views expressed by promoters of sites, residents and other stakeholders.
- 10.27. Based on the responses received during previous stages of consultation on the Local Plan Review, four proposed Community Clusters have been identified within the Bridgnorth Place Plan area, these are:
- Aston on Clun, Hopesay, Broome, Horderley, Beambridge Long Meadow End, Rowton, and Round Oak;
 - Bache Mill, Bouldon, Broncroft, Corfton, Middlehope, Peaton, Seifton (Great/Little) Sutton, and Westhope
 - Stoke St Milborough, Hopton Cangeford, Cleestanton, and Cleedownton; and
 - Wistanstow
- 10.28. Within Community Clusters, it is proposed that a criteria based policy will manage development. A draft of this policy was provided within the previous Preferred Scale and Distribution of Development Consultation Document, available to view at:
<https://shropshire.gov.uk/media/7632/preferred-options-consultation-final.pdf>

11. Ellesmere Place Plan Area

11.1. The Ellesmere Place Plan Area is located in north-west Shropshire. The Place Plan area contains the Key Centre of Ellesmere and numerous small villages and hamlets.



Settlement Type	Settlement Name
Key Centre:	Ellesmere
Community Hubs:	N/A
Community Clusters:	<ul style="list-style-type: none"> • Welsh Frankton, Dudleston Heath and Elson

11.2. If your village is not included in the list of proposed Community Hubs or Community Clusters above, then this means that it will be 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies.

Key Centre: Ellesmere

- 11.3. Ellesmere has been identified as a proposed key centre. The town lies on the A495 between Oswestry, Wrexham and Whitchurch. In 2016, the town had an estimated population of 4,188 people and contained 1,930 dwellings. Ellesmere generally has an older age structure and a smaller percentage of its population of working age (approximately 54% of the population) than the average for than the average for Shropshire (approximately 60%), the West Midlands (approximately 62%) and Great Britain (approximately 63%).
- 11.4. Ellesmere is well known for its Mere, which together with the Llangollen branch of the Shropshire Union Canal attract significant numbers of visitors to the town. The employment offer in Ellesmere consists of several larger employers and significant numbers of businesses employing less than five people.
- 11.5. A major mixed-use redevelopment on the site of the canalside wharf is now nearing completion. A further mixed-use allocation was identified for development within the current Local Plan and has subsequently been granted Planning Permission. This development will deliver housing, a hotel, a boating marina, a leisure complex, a pub/restaurant, holiday cabins and touring caravan pitches. Further significant residential development is also ongoing to the west of the town.
- 11.6. Key planning issues for Ellesmere include the need to provide more affordable housing; low-cost market housing; and deliver employment opportunities upon the employment allocations within the current Local Plan.
- 11.7. Identified critical infrastructure priorities for Ellesmere include:
- Additional primary and secondary school provision.
 - Assessment of the sewerage network capacity.
 - Local and strategic highway improvements.
 - Provision of additional leisure, recreation, amenity and cemetery facilities.
 - Additional GP provision.
 - Further information on infrastructure constraints and priorities are available within the Ellesmere Place Plan.
- 11.8. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.
- 11.9. A detailed profile of the key centre of Ellesmere is available here: <https://shropshire.gov.uk/media/9792/ellesmere.pdf>

Development Strategy

- 11.10. Ellesmere will act as a key centre and contribute towards the strategic growth objectives in the north-west of the County.
- 11.11. The Local Plan Review will seek to achieve balanced housing and employment growth within Ellesmere, through the provision of around 800 dwellings and around 8 hectares of employment development between 2016 and 2036.
- 11.12. In 2016-17, 38 dwellings were completed and a further 602 dwellings were committed through planning permission, prior approval or site allocation.

Therefore, a further 160 dwellings will need to be identified on new housing sites to support the housing growth objectives of the Local Plan Review.

- 11.13. Between 2006/07 and 2016/17 the average housing delivery rate in Ellesmere was some 29 dwellings per year. However, the average rate experienced in recent years (between 2013/14 - 2016/17) was some 60 dwellings per year. The annual build rate required over the Local Plan Review period is some 25 dwellings per year. This is considered realistic and deliverable, given the recent completion rates in the town.
- 11.14. Around 9 hectares of employment land is already committed in Ellesmere, through planning permission, prior approval or site allocation. No further employment land therefore needs to be identified to support the employment development objectives for the town, subject to an employment land review. The emphasis within the Local Plan Review will be seeking to deliver employment opportunities within these sites.
- 11.15. Additional land opportunities will need to recognise the presence of numerous heritage and natural environment assets in and around the town, particularly The Mere, the Shropshire Union Canal and Ellesmere Conservation Area, which contribute to its character but may also constrain development. Opportunities may also be constrained by flood risk that will require further site assessments.
- 11.16. It is proposed that two adjacent sites will be allocated for residential development. These sites are located to the west of Ellesmere and complement the existing mixed use allocation.

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	800
Dwellings completed in 2016-17*	38
Dwellings committed as at 31 st March 2017*	602
Remaining dwelling requirement to be identified	160
Dwellings to be allocated	160
Balance/Windfall allowance**	0

**Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.*

Summary of employment land requirements

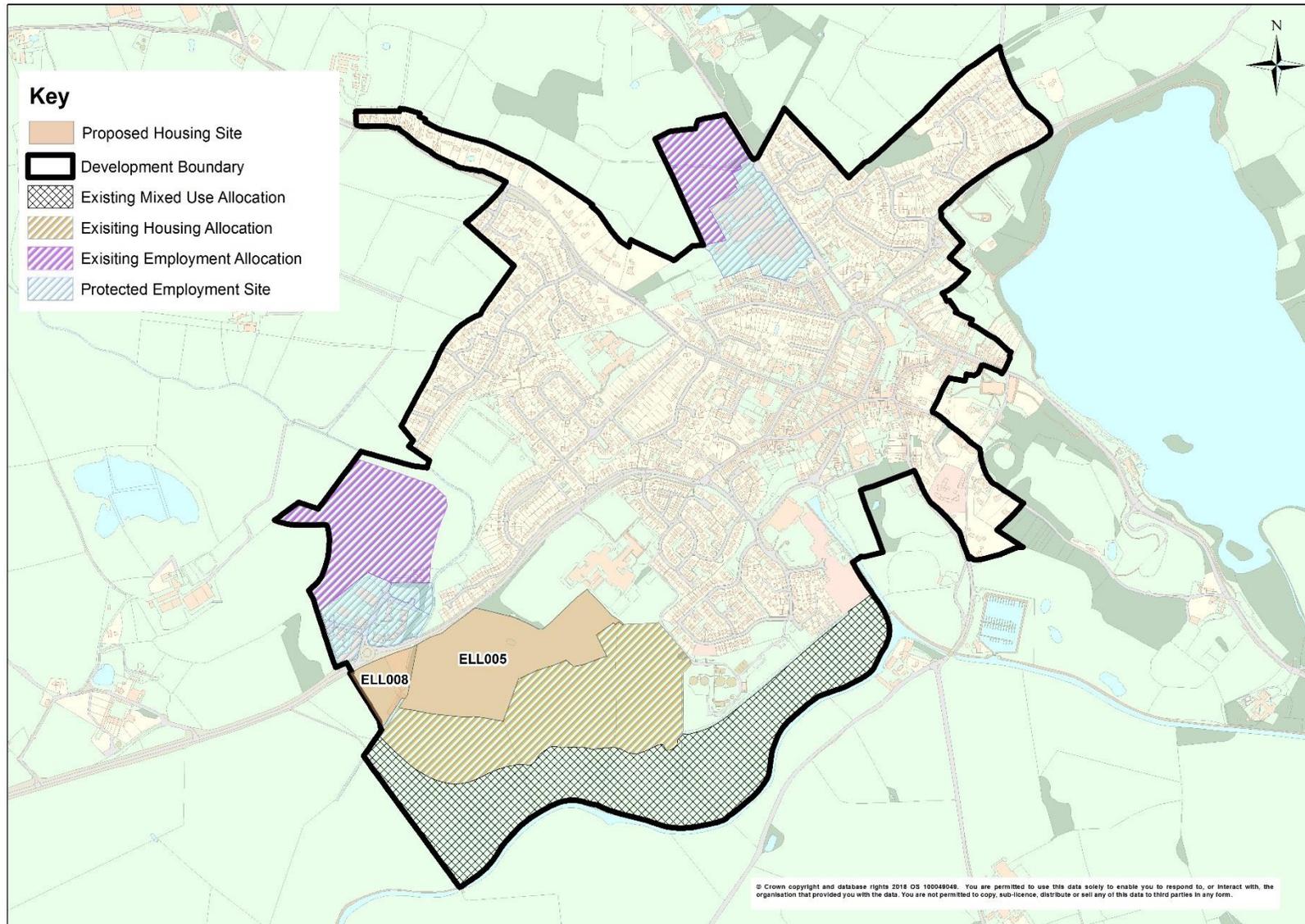
	Employment Land (Ha)
Preferred employment land guideline 2016-2036	8
Commitments and allocations as at 31 st March 2017*	9
Employment land shortfall	0
Employment land to be allocated	0
Balance/Windfall allowance**	0

**Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall development.*

Proposed Development Boundary and Preferred Site Allocations

11.17. The map below identifies the location of the preferred allocations and the proposed development boundary for Ellesmere:



11.18. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
ELL005	Land South of Oswestry Road, Ellesmere	7.00	150 dwellings	<p>Comprehensive masterplan required for ELL005 and ELL008. This should ensure integration into the existing allocation to the south.</p> <p>Access into ELL005, ELL008 and the existing allocation to the south should be complementary and if possible integrated through the provision of an appropriate junction(s) onto the A495.</p> <p>An appropriate pedestrian crossing facility over the A495 is required.</p> <p>HRA required of the recreational and increased road traffic impact on nearby meres and mosses.</p> <p>Open space requirements must exceed default standards to address recreation issues.</p>
ELL008	Land at the Nursery, Oswestry Road, Ellesmere	1.33	10 dwellings	<p>Open space provision should link to green spaces within the development to the south and the surrounding area, with the intention of creating a circular walk.</p> <p>Provision of an appropriate buffer (minimum 10m) to Newnes Brook to create an environmental corridor. Potential to de-culvert Newnes Brook should also be investigated and if possible implemented.</p> <p>Existing tree cover should be retained and enhanced.</p> <p>Design and layout should minimise noise impact from adjacent road.</p> <p>Residential development should be limited to those elements of the sites located outside flood zones 2 and/or 3 and the 1,000 year surface flood risk zone.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p>

Community Hubs

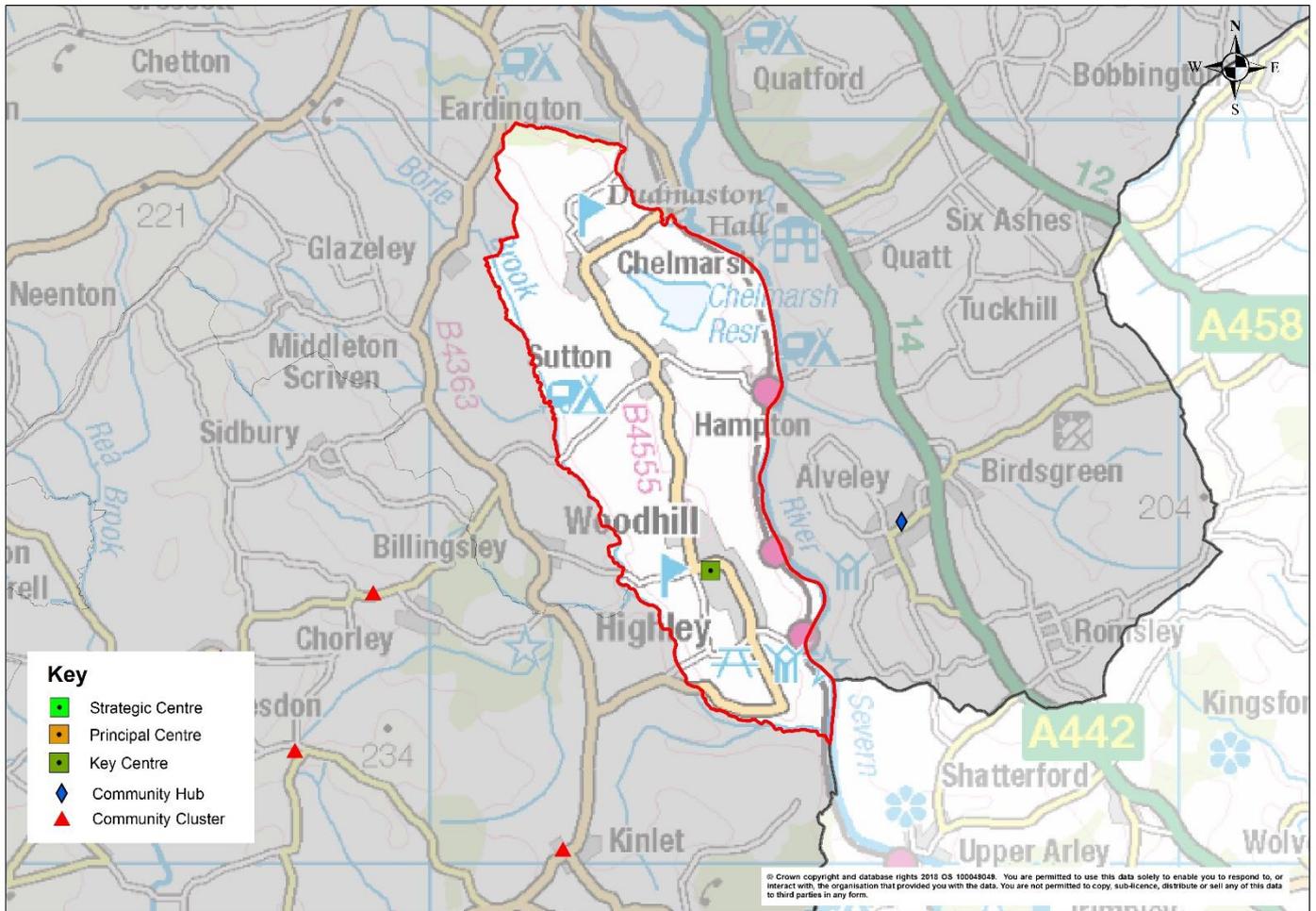
- 11.19. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements Document:
www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf
- 11.20. No proposed Community Hubs have been identified within the Ellesmere Place Plan area.

Community Clusters

- 11.21. The identification of Community Clusters will primarily be based on the aspirations of those communities, as expressed by their Parish Council(s)/Parish Meeting(s). Regard will also be given to the Local Plan Review evidence base and the views expressed by promoters of sites, residents and other stakeholders.
- 11.22. Based on the responses received during previous stages of consultation on the Local Plan Review, the following Community Clusters are proposed to be designated in the Ellesmere Place Plan area:
- Welsh Frankton, Dudleston Heath and Elson.
- 11.23. Within Community Clusters, it is proposed that a criteria based policy will manage development. A draft of this policy was provided within the previous Preferred Scale and Distribution of Development Consultation Document, available to view at:
<https://shropshire.gov.uk/media/7632/preferred-options-consultation-final.pdf>

12. Highley Place Plan Area

12.1. The Highley Place Plan Area is located in north-west Shropshire. The Place Plan area contains the Key Centre of Highley and numerous small villages and hamlets.



Settlement Type	Settlement Name
Key Centre:	Highley
Community Hubs:	N/A
Community Clusters:	N/A

12.2. If your village is not included in the list of proposed Community Hubs or Community Clusters above, then this means that it will be 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies.

Key Centre: Highley

- 12.3. Highley has been identified as a proposed key centre. The settlement lies to the south-east of Shropshire, seven miles south of Bridgnorth and within commuting distance of Kidderminster.
- 12.4. In 2016, Highley's estimated population was 3,195 people and it contained an estimated 1,462 dwellings. Highley generally has an older age structure and a smaller percentage of its population of working age (approximately 50% of the population) than the average for Shropshire (approximately 60%), the West Midlands (approximately 62%) and Great Britain (approximately 63%).
- 12.5. Highley is a linear settlement, spread over a mile on the B4555 on a ridge above the River Severn. It has a mining heritage. The river separates Highley from Alveley to the east, apart from a footbridge that provides pedestrian access.
- 12.6. The housing site allocated within the current Local Plan (Land off Rhea Hall/Coronation Street) and a large windfall site at Jubilee Drive have both been completed. A further windfall site at The Cedars, Bridgnorth Road is currently being developed.
- 12.7. Identified critical infrastructure priorities for Highley include:
- Assessment of the need for additional primary and secondary school provision.
 - Local and strategic highway improvements.
 - Addressing the parking provision for the medical centre.
 - Provision of additional leisure, recreation and amenity facilities.
- 12.8. Further information on infrastructure constraints and priorities are available within the Highley Place Plan. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.
- 12.9. A detailed profile of the key centre of Highley is available here:
<https://shropshire.gov.uk/media/9685/highley.pdf>

Development Strategy

- 12.10. Highley will act as a key centre and contribute towards the strategic growth objectives in the east of the County.
- 12.11. The Local Plan Review will seek to achieve balanced housing and employment growth within Highley, through the provision of around 250 dwellings and around 3 hectares of employment development between 2016 and 2036.
- 12.12. In 2016-17, 59 dwellings were completed and a further 69 dwellings were committed through planning permission, prior approval or site allocation. Therefore, a further 122 dwellings will need to be identified on new housing sites to support the housing growth objectives of the Local Plan Review.
- 12.13. Between 2006/07 and 2016/17 the average housing delivery rate in Highley was some 15 dwellings per year. This is comparable with the annual build rate required over the Local Plan Review period of some 13 dwellings per year.

- 12.14. Around 2 hectares of employment land is already committed in Highley, through planning permission, prior approval or site allocation. Therefore, a minimum of 1 hectare of additional employment land will need to be identified to achieve the preferred level of employment development in the settlement.
- 12.15. Additional land opportunities will need to recognise the constraints caused by the distance of Highley's connections to the main transport network and its relatively limited employment offer. Furthermore, the settlement stands on a prominent ridge above the Severn Valley, in an area of attractive landscape and contains a number of heritage assets. Therefore, new development needs to be located and designed with these considerations in mind.
- 12.16. It is proposed that one site will be allocated for residential development. This site is located to the east of the settlement and benefits from good links into the town centre. The site will deliver a mix of house types including bungalows and an extra care scheme.
- 12.17. No employment allocations are proposed as it is considered that appropriate employment land will be achieved through windfall development.

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	250
Dwellings completed in 2016-17*	59
Dwellings committed as at 31 st March 2017*	69
Remaining dwelling requirement to be identified	122
Dwellings to be allocated	120
Balance/Windfall allowance**	2

**Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.*

Summary of employment land requirements

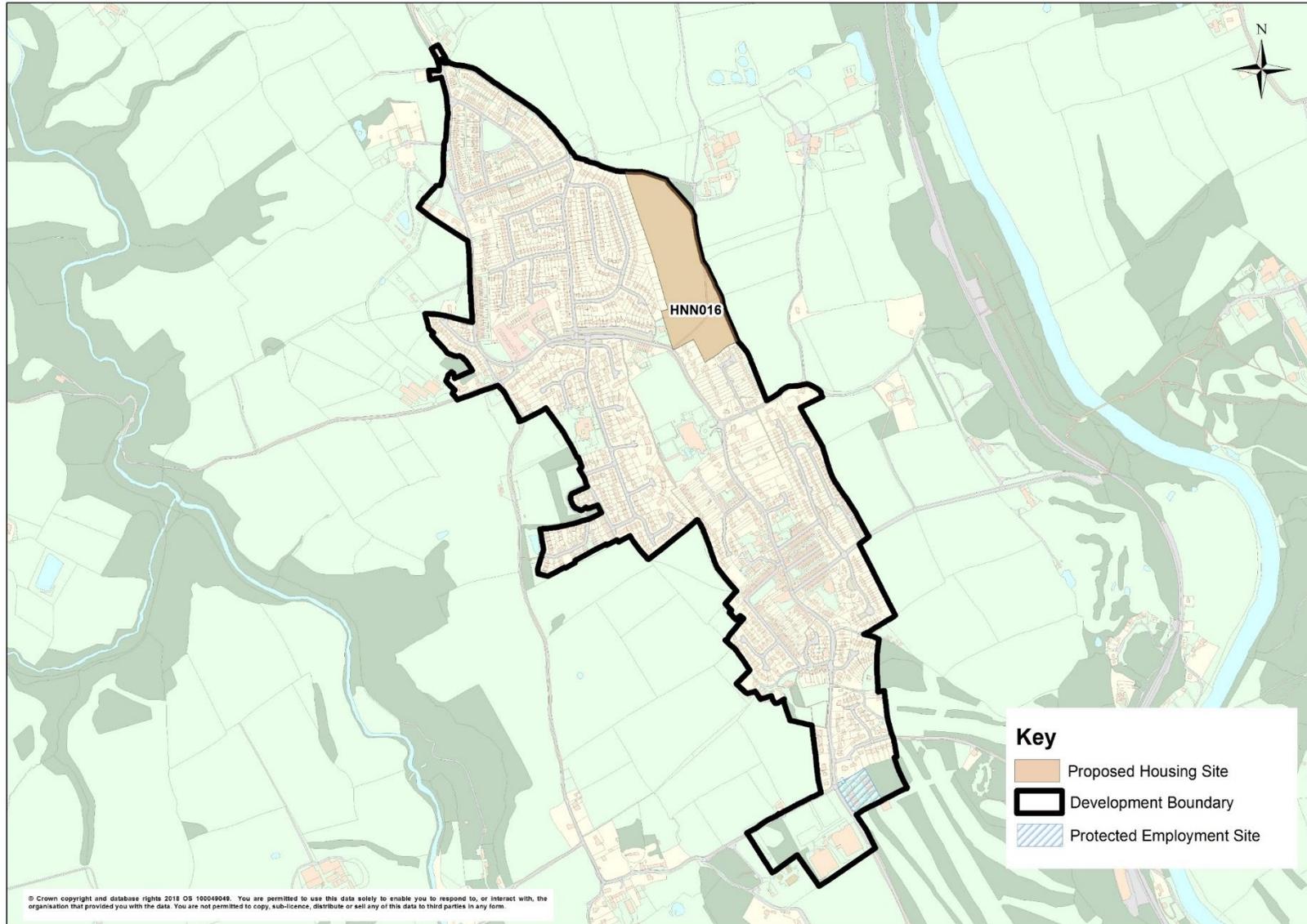
	Employment Land (Ha)
Preferred employment land guideline 2016-2036	3
Commitments and allocations as at 31 st March 2017*	2
Employment land shortfall	1
Employment land to be allocated	0
Balance/Windfall allowance**	1

**Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall development.*

Proposed Development Boundary and Preferred Site Allocation

12.18. The map below identifies the location of the preferred allocation and the proposed development boundary for Highley:



12.19. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
HNN016	Land South of Oak Street, Highley	5.42	70 dwellings and 50 extra-care apartments	<p>A mixed use residential allocation consisting of:</p> <ul style="list-style-type: none"> • Around 10 bungalows on the southern-most element of the site, south of the access point; • A 50 bedroom extra-care facility on the southern element of the site, north of the access point. • Around 60 dwellings on the northern element of the site. <p>An extra care scheme is considered to meet local needs and will also provide additional employment within the settlement.</p> <p>Similarly, there is considered to be local demand for bungalows and the southern-most element of the site is considered most sensitive to overlooking.</p> <p>A pedestrian crossing of Bridgnorth Road should be provided at an appropriate location in proximity of the site.</p> <p>On-site open space provision should consist of areas suitable for general recreation; young person's play space; allotments; and semi-natural areas, linking to existing hedgerows and woodland to the north.</p> <p>Open space provision should provide biodiversity enhancements and be easily accessible for residents on the site and within the surrounding area.</p> <p>All hedgerows, tree lines and mature trees on the site should be retained.</p> <p>Design and layout will need to reflect the sites location within the setting of Grade II listed Hazelwell's Farm House.</p> <p>Residential development should be limited to those elements of the sites located outside the 1,000 year surface flood risk zone.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p>

Community Hubs

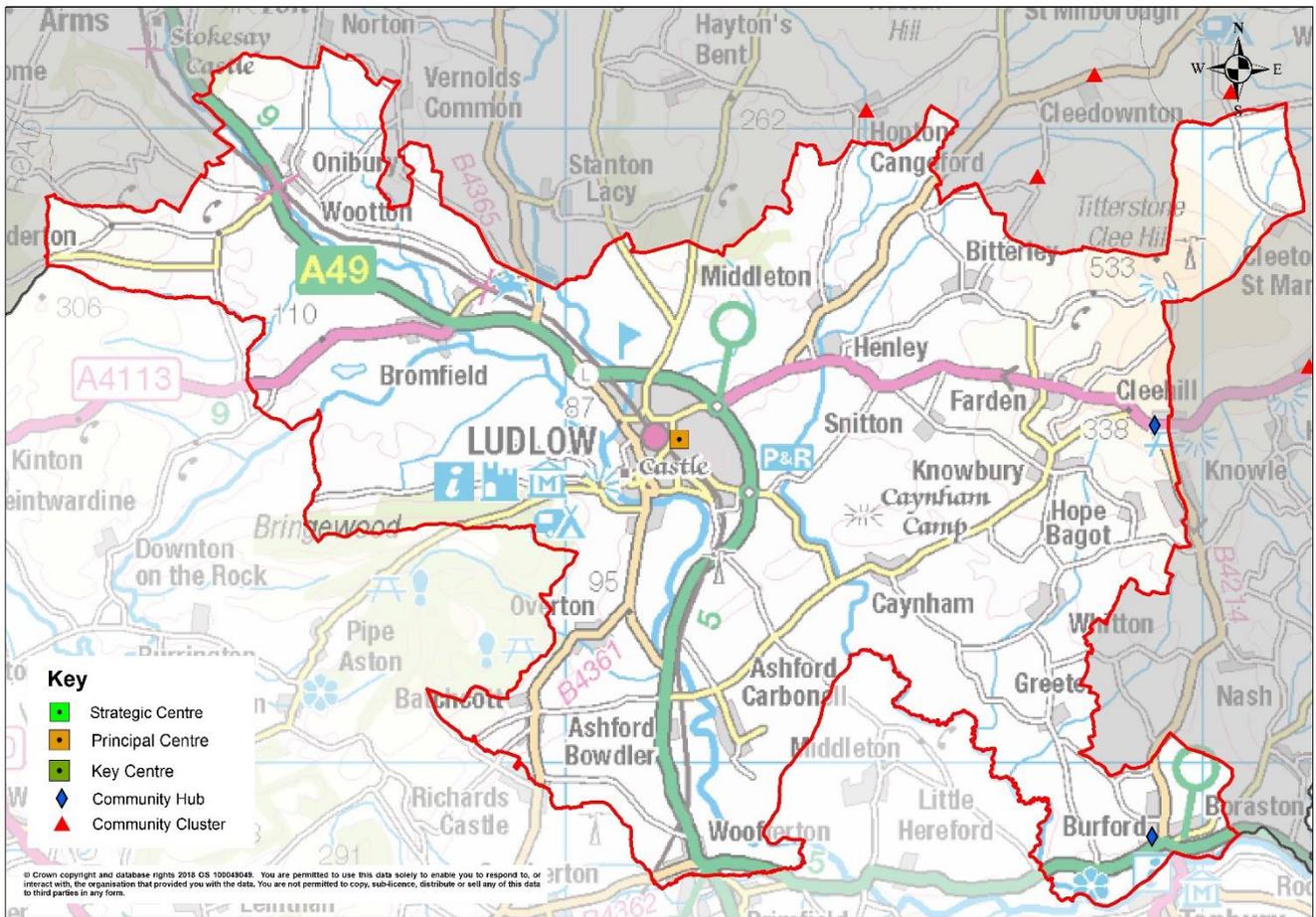
- 12.20. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements Document: <https://www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf>
- 12.21. No proposed Community Hubs have been identified within the Highley Place Plan area.

Community Clusters

- 12.22. The identification of Community Clusters will primarily be based on the aspirations of those communities, as expressed by their Parish Council(s)/Parish Meeting(s). Regard will also be given to the Local Plan Review evidence base and the views expressed by promoters of sites, residents and other stakeholders.
- 12.23. Based on the responses received during previous stages of consultation on the Local Plan Review, no Community Clusters are proposed to be designated in the Highley Place Plan area.
- 12.24. Within Community Clusters, it is proposed that a criteria based policy will manage development. A draft of this policy was provided within the previous Preferred Scale and Distribution of Development Consultation Document, available to view at: <https://shropshire.gov.uk/media/7632/preferred-options-consultation-final.pdf>

13. Ludlow Place Plan Area

13.1. The Ludlow Place Plan Area is located in south Shropshire on the border with Herefordshire. This Place Plan contains the Principal Centre of Ludlow, two Community Hubs at Burford and Clee Hill and numerous smaller villages and hamlets.



Settlement Type	Settlement Name
Principal Centre:	Ludlow
Community Hubs:	<ul style="list-style-type: none"> • Burford • Clee Hill
Community Clusters:	N/A

13.2. If your village is not included in the list of proposed Community Hubs or Community Clusters above, then this means that it will be 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies.

Principal Centre: Ludlow

- 13.3. Ludlow (2016 population 10,717) is the smaller of the principal market towns in Shropshire but is strategically located on the southern boundary of the County and is also accessible to other settlements and rural communities in Herefordshire and Worcestershire. This important and historic market town is therefore a significant service centre for the more sparsely populated areas of south Shropshire and beyond. The town also has a national reputation as a significant and well conserved historic town and so, has a significant tourist and visitor economy.
- 13.4. Ludlow is located between the course of the River Teme, which contributed to the defences of the town with its impressive and well conserved castle and the contemporary communications provided by the A49 trunk road and its station on the Shrewsbury Cardiff rail line. The A49 forms two important junctions; the B4364 extending east to the Community Hub settlement of Clee Hill and The Sheet leading across the uplands of the Clees to the second Community Hub settlement of Burford on the A456 linking to Worcestershire.
- 13.5. Housing delivery rates in Ludlow have varied significantly over recent years but have achieved an average of around 35 dwellings per year. It is expected that the lower rates of delivery reflect the impacts of the economic downturn and the uncertainty associated with the recent planning appeals which do, however, indicate the likely demand for housing in the town. The significant strategy now identified for Ludlow will require a delivery rate of around 60 dwellings per year. This is higher than the recent average, but these levels have been achieved in the past and the strategy is considered to be realistic and deliverable.
- 13.6. In the recent past, Ludlow breached the historical boundary created by the A49 with mixed use developments around The Sheet that are currently being delivered within the adjoining Parish of Ludford. The smaller scale of residual housing development requiring additional land can now be accommodated on brownfield and windfall sites coming forward within the town. Therefore, the housing expansion into the adjoining parish area can be subject to a period of respite for the foreseeable future.
- 13.7. To assist the economic growth objectives for the County, 11 hectares of employment development will be required in Ludlow over the Local Plan Review period. As the town currently has employment commitments of 7 hectares only 4 hectares of land remain to be found. It is considered that a consolidation of opportunity at The Sheet provides the better strategy for Ludlow to attract business investment interest into the local economy.
- 13.8. A local economic growth strategy is being prepared for Ludlow which will set out Shropshire Council's local economic delivery plan in this area, helping the Council to address priorities outlined in the overarching Economic Growth Strategy at a local level. This strategy will also have a key role in supporting existing business growth and attracting new business and investment into not just the town but also the surrounding areas.
- 13.9. A detailed profile of the principal Market Town of Ludlow providing more detailed information about key local characteristics and issues is available here: <https://shropshire.gov.uk/media/9687/ludlow.pdf>.
- 13.10. Identified critical infrastructure priorities for Ludlow include:
- Waste water treatment and sewerage capacity.
 - Additional primary school provision and consideration of the need for additional secondary school provision.

- Consideration of the need for additional medical facilities.
- Local and strategic highway improvements, including provision of a foot/cycle bridge over the A49 (to be delivered through current site allocations).
- Provision of additional leisure, recreation, and amenity facilities.
- Further information on infrastructure constraints and priorities are available within the Ludlow Place Plan.

13.11. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.

Development Strategy

13.12. Ludlow is a principal Market Town settlement that contributes towards the strategic growth objectives in the south of the County. It is expected that Ludlow will continue to explore ways in which it can effectively implement the ambitious growth strategy that has been identified within the SAMDev Plan and significantly augmented by recent committed development particularly two large appeals sustained for housing development at Bromfield Road (north) and Foldgate Lane (south).

13.13. The SAMDev Plan established two key allocations at Rocks Green and Sheet Road to continue the development of the eastern extension of Ludlow in the neighbouring parish of Ludford. These two areas of new development will soon enter the housing land supply in Ludlow and each will provide access to land running along the east of the A49 route by-passing the town. In the period since the adoption of the SAMDev Plan, the housing supply in Ludlow has been significantly augmented by the housing development at Bromfield Road (north) and Foldgate Lane (south). There is, therefore, only a limited need for additional housing land in Ludlow that can be met from existing brownfield opportunities in the town that are already being marketed for redevelopment or are at an advanced stage in the planning of their redevelopment. There will also be an allowance for windfall development in the town and these sites should assist in the recycling and repurposing of under-used or are also expected to be constrained in this way.

13.14. It is therefore proposed that any further housing expansion into the adjoining Ludford parish should be subject to a period of respite for the foreseeable future to focus on the delivery of housing within the built area of the town.

13.15. The Council will consider the need to bring forward an outline masterplan for this potential urban extension under their duty to keep under review matters affecting the proper and effective planning of the County.

13.16. The housing requirement for Ludlow comprises a significant provision of 1,000 dwellings. The effect of the SAMDev plan and the scale of development committed since the adoption, leaves a nominal additional requirement for only 148 dwellings. This is to be satisfied from two significant brownfield site releases and further windfall development. It is expected that this development will be designed to respect the historic character of Ludlow using good contemporary design within schemes that provides and appropriate scale and form of landscaping, open space and car parking.

13.17. The rate of development in Ludlow has been lower than anticipated for some time despite these significant commitments. The Council will require those landowners and developers with sites that form part of the current commitments to act swiftly to bring forward their land to consent for development and to commence

construction. The objective will be to bring dwellings to the market and to prove the demand for new homes in the town.

- 13.18. The employment needs of Ludlow are proposed to be met through an extension of the existing allocation south of Sheet Road increasing the size of the overall allocation from 3.5 hectares to around 8 hectares. The development of these two inter-related sites should significantly change the employment land offer within Ludlow. This effect should improve the offer of employment land, commercial premises, business representation and employment in the town. This newly combined employment allocation is expected to create a critical mass for development in terms of the provision of infrastructure and the suitability of the site for larger building footprints. Development must deliver good contemporary design with appropriate use of materials, layout and landscaping. The development scheme should also include improvements to the A49 / Sheet Road junction and provide a suitable access to the site in combination with the adjacent existing employment allocation. The site is situated within an open aspect in an important landscape close to historic and environmental assets and the development scheme will be expected to respect and conserve these important natural and historic assets.

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	1,000
Dwellings completed in 2016-17*	14
Dwellings committed as at 31 st March 2017*	840
Remaining dwelling requirement to be identified	146
Dwellings to be allocated	84
Balance/Windfall allowance**	62

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Summary of employment land requirements

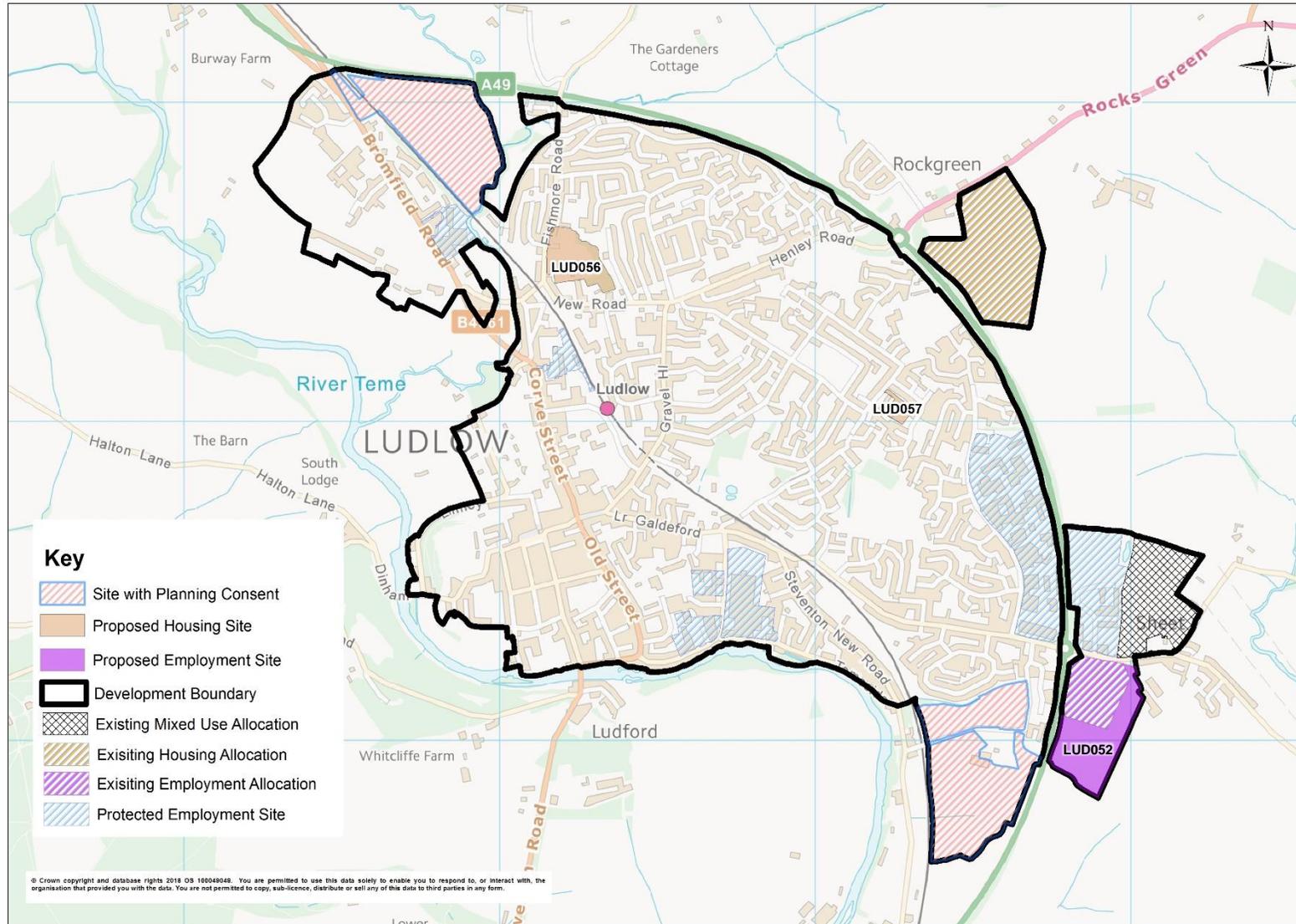
	Employment Land (Ha)
Preferred employment land guideline 2016-2036	11
Commitments and allocations as at 31 st March 2017*	7
Employment land shortfall	4
Employment land to be allocated	4
Balance/Windfall allowance**	0

*Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall development.

Proposed Development Boundary and Preferred Site Allocations

13.19. The map below identifies the location of the preferred allocations and the proposed development boundary for Ludlow:



13.20. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
LUD056	Former Coach Depot and Land at Fishmore Road, Ludlow	2.1	74 dwellings	Resolution to grant consent has been reached under application reference 16/03096/OUT. Details for scale, layout, design and landscaping will be addressed as matters reserved. The site is not part of the committed supply and permissions granted will be time limited within the period of the Local Plan review. The site is allocated to establish the commitment to deliver this large brownfield site for housing use.
LUD057	Western Power Distribution Depot, Riddings Road, Ludlow	0.45	10 dwellings	This brownfield site is currently occupied by an inappropriate use in a residential area particularly in terms of the traffic generated by Western Power Distribution. The site is allocated to establish the commitment to the redevelopment of this brownfield site. The site has been marketed for housing and this is an appropriate use for the site. Redevelopment will deliver around 10 dwellings with adequate open space and car parking provided within the site to avoid adverse impacts on the existing residential amenity in this densely developed neighbourhood.
LUD052	Land south of Eco-Park, Sheet Road, Ludlow	4.85	1.94ha of employment land	This site will extend an existing employment allocation to create a critical mass for development in terms of the provision of infrastructure and the suitability of the site for larger building footprints. To satisfy national and local heritage policies through an heritage assessment to account for the setting of the scheduled Caynham Camp. Development must deliver good contemporary design with appropriate use of materials, layout and landscaping. Relevant supporting studies should be undertaken particularly transport assessments, ecology to take account of adjacent SSSI, tree and hedgerow surveys to protect existing boundary treatment to screen site and conserve the environmental network around the town, flood risk and drainage with their recommendations clearly reflected in the proposed development scheme. This should include improvements to the A49 / Sheet Road junction and provide a suitable access to the site in combination with the adjacent existing employment allocation.

Community Hubs

- 13.21. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements Document: <https://www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf>
- 13.22. Two proposed Community Hubs has been identified within the Ludlow Place Plan area, these are:
- Buford
 - Clee Hill

Burford

- 13.23. Burford is a moderate size town located on the A456 Kidderminster Road. The town forms a southern gateway for Shropshire at its border with Worcestershire marked by the course of the River Teme. Burford is located at the junctions of the A456 / A4112 / B4214 leading to the river bridge connecting Burford with its larger 'sister' settlement of Tenbury Wells located in Worcestershire.
- 13.24. Burford offers the most extensive range of services and facilities of all of Shropshire's Community Hubs partly due to its proximity to services within Tenbury wells. As a measure of the inter-relationship between these two towns, Burford accommodates a range of services including some key services and facilities operated and funded by Worcestershire authorities (e.g. its hospital and fire station). However, Burford accommodates an extensive and successful employment area comprising the Upper and Lower Teme Business Parks that are protected by Shropshire's Local Plan policies which also benefit the community of Tenbury Wells.
- 13.25. Burford is an existing Community Hub but the town did not receive any allocations of land for development and so, the village has not seen planned development for some time. Although there have been progressive intensification of the employment uses at the Upper and Lower Teme Business Parks with some small scale, windfall housing development in the village. It is intended to maintain a small allowance for windfall housing development in Burford.
- 13.26. Burford is therefore a sustainable development location in need of new land for housing and employment investment. This will support demands from business from within and beyond the town, to sustain the vitality of the local community and to support the local services within Buford and Tenbury Wells. Local aspirations for this Community Hub are for the significant new housing development to be delivered on a single allocation to provide high quality, affordable housing across a range of tenures to meet local needs. Employment land should be co-located with the existing Business Parks and is expected to be brought forward under criteria based policies to be identified in a later consultation on the Local Plan review.

Development Strategy

- 13.27. Over the period to 2036, a significant increase in housing is to be encouraged in Burford to support the role of the town as a Community Hub and to sustain its proven function as a key service centre with Tenbury Wells on the Shropshire / Worcestershire border.
- 13.28. The Call for Sites in the Local Plan review consultation in March 2017 did yield sites but these were not actively promoted as part of the Local Plan review. These circumstances have been brought to the attention of local landowners who are currently considering the development potential of their landholdings. The matter of future land allocations for housing and employment development in Burford will therefore be clarified in a later consultation on the Local Plan review.

Summary of residential requirements

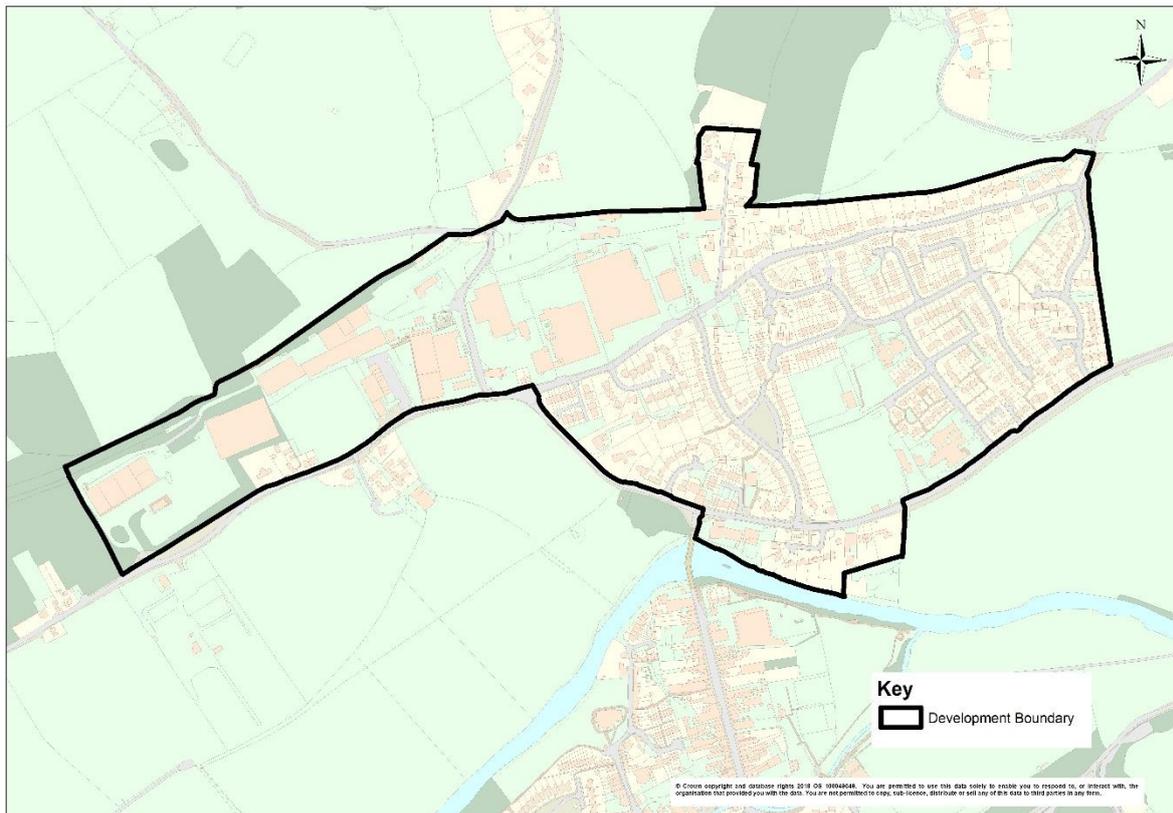
	Number of Dwellings
Preferred dwelling guideline 2016-2036	100
Dwellings completed in 2016-17*	1
Dwellings committed as at 31 st March 2017*	3
Remaining dwelling requirement to be identified	96
Dwellings to be allocated and/or windfall allowance**	96

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Existing Development Boundary: Burford

- 13.29. The map below identifies the location of the existing development boundary for Burford:



Clee Hill

- 13.30. Clee Hill is a village in the south of Shropshire. It lies between Ludlow and Cleobury Mortimer on the A4117 and has a range of local services and facilities. The village was identified as a Community Hub in the SAMDev Plan with a housing guideline of 30 dwellings to be delivered by infilling, groups of houses and conversions. Between 2006/7 and 2016/17, three houses were built in Clee Hill, two of them in 2016/17. There is also planning permission or prior approval for 47 other dwellings – the majority of which are at the Springfield Park site.
- 13.31. Key issues for planning in Clee Hill include; its location in the Shropshire Hills AONB; the designation of extensive tracts of land adjacent to the development boundary in the east as Wildlife Sites; other Wildlife Sites to the south and west and the Clee Hill Quarries SSSI to the north.

Development Strategy

- 13.32. Over the period to 2036, a modest amount of further housing of around 26 dwellings, to supplement the existing committed sites, will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements. As more than half the development guideline is already committed, one site allocation is proposed to deliver around 20 houses, together with an allowance of 6 homes to be delivered through windfall sites.

Summary of residential requirements

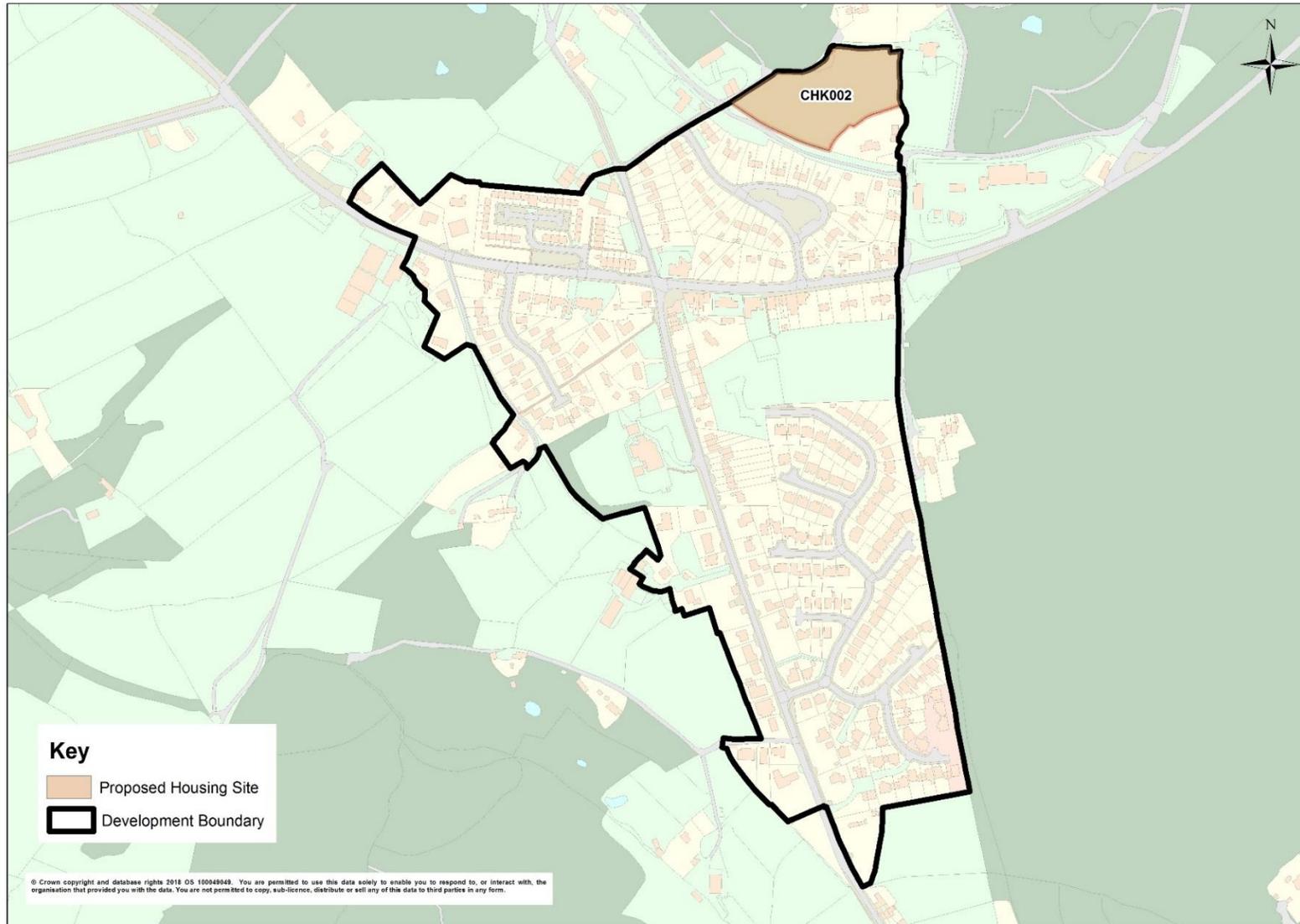
	Number of Dwellings
Preferred dwelling guideline 2016-2036	75
Dwellings completed in 2016-17*	2
Dwellings committed as at 31 st March 2017*	47
Remaining dwelling requirement to be identified	26
Dwellings to be allocated	20
Balance/Windfall allowance**	6

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocation

13.33. The map below identifies the location of the preferred allocation and the proposed development boundary for Cleve Hill:



13.34. The table below provides information on the preferred allocation:

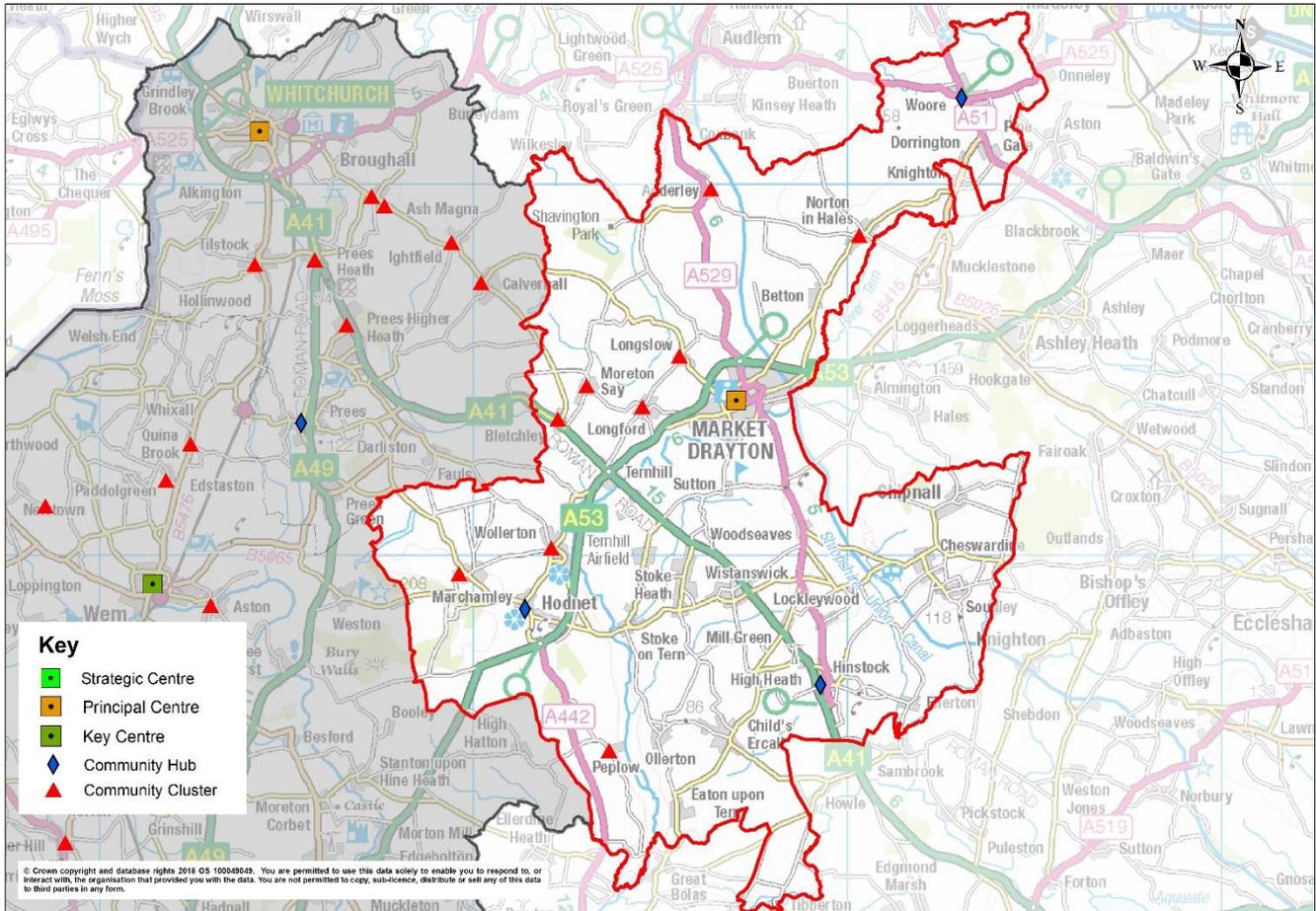
Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
CHK002	Land to the north of the Crescent	0.95	20	A heritage assessment (archaeological) will be needed to determine interest from early coal and ironstone working. There is the potential for restoration of priority habitat as part of the development. The cattle grid on the access into the site may need to be removed as part of the development.

Community Clusters

- 13.35. The identification of Community Clusters will primarily be based on the aspirations of those communities, as expressed by their Parish Council(s)/Parish Meeting(s). Regard will also be given to the Local Plan Review evidence base and the views expressed by promoters of sites, residents and other stakeholders.
- 13.36. Based on the responses received during previous stages of consultation on the Local Plan Review, no Community Clusters are proposed to be designated in the Ludlow Place Plan area.
- 13.37. Within Community Clusters, it is proposed that a criteria based policy will manage development. A draft of this policy was provided within the previous Preferred Scale and Distribution of Development Consultation Document, available to view at:
<https://shropshire.gov.uk/media/7632/preferred-options-consultation-final.pdf>

14. Market Drayton Place Plan Area

14.1. The Market Drayton Place Plan Area is located in north-east Shropshire. The Place Plan area contains the Principal Centre of Market Drayton; the proposed Community Hubs of Hinstock, Hodnet and Woore/Irelands Cross/Pipe Gate; and numerous small villages and hamlets.



Settlement Type	Settlement Name
Principal Centre:	Market Drayton
Community Hubs:	<ul style="list-style-type: none"> • Hinstock • Hodnet • Woore/Irelands Cross
Community Clusters:	<ul style="list-style-type: none"> • Marchamley, Peplow and Wollerton • Bletchley, Longford, Longslow, Moreton Say, Adderley and Norton in Hales

14.2. If your village is not included in the list of proposed Community Hubs or Community Clusters above, then this means that it will be 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies.

Principal Centre: Market Drayton

Development Strategy

- 14.3. Market Drayton has been identified as a Principal Centre and will contribute to the strategic growth objectives in the north-east of the County.
- 14.4. The Local Plan Review will seek to achieve balanced housing and employment growth within Market Drayton through the provision of around 1,200 dwellings and 13 hectares of employment land between 2016 and 2036.
- 14.5. In the first year of the new Local Plan Review period (2016-2017) 20 dwellings were completed, and there are a further 539 dwellings committed through planning permission, prior approval or allocation. Therefore, a further 641 dwellings will need to be identified on new housing sites to support the housing growth objectives of the Local Plan Review.
- 14.6. Between 2006/07 and 2016/17 the average housing delivery rate was 40 dwellings per year. It is recognised therefore there will need to be a step change in average delivery over the plan period to around 60 dwellings per year in order to achieve the local housing requirement. This rate has been achieved in the past and is considered to be achievable in the future, especially as the sites allocated within the SAMDev Plan are now progressing, including the development at Rush Lane which commenced in April 2017.
- 14.7. Around 35 hectares of employment provision has already been provided through allocations in the SAMDev Plan and other employment commitments. Subject to an employment land review it is considered this level of provision is sufficient to meet the needs of therefore there is no requirement to identify any additional employment land.

Relationship with the Draft Market Drayton Neighbourhood Plan

- 14.8. This strategy needs to reflect closely the key objectives established in the draft Market Drayton Neighbourhood Plan (MDNP) currently being prepared by Market Drayton Town Council. At the time of publication the MDNP is at the formal examination stage having been subject to public consultation in July 2018.
- 14.9. The draft MDNP, which plans for the period to 2026, supplements the development proposals already established in the adopted Local Plan (SAMDev and Core Strategy). The draft MDNP includes two key objectives for the town: the relocation of Greenfields Sports Facility to a new site north of the A53 at Longford Turning; and the development of a marina with associated services and facilities at land adjacent to Victoria Wharf. The draft MDNP identifies the need to cross-subsidise these proposals with residential development, and therefore also identifies additional housing land for this purpose.
- 14.10. Shropshire Council is broadly supportive of the aims and objectives of the draft MDNP, and it is considered appropriate for the Local Plan Review to reflect closely the Neighbourhood Plan's proposed site allocations as a contribution to meeting the overall housing requirement for the town up to 2036. The summary of housing requirements set out below set out the Council's assumptions on housing delivery over the Plan period to 2036.

- 14.11. The outcome of the Market Drayton Neighbourhood Plan is therefore of importance to the ongoing preparation of Shropshire’s Local Plan Review. If, in due course the Neighbourhood Plan does not proceed to adoption, the Local Plan Review will need to provide additional certainty for housing delivery up to 2036 which will involve the allocation of additional land.
- 14.12. It is therefore considered appropriate for Shropshire Council to consult as part of this preferred options document on the proposed housing allocations in the draft MDNP. These sites are therefore included on the schedule of housing sites and the preferred development boundary and allocations map below.
- 14.13. Following an assessment of all site options in the town, including those proposed in the MDNP, it is considered the proposed housing allocations in the draft MDNP are capable of being delivered in a sustainable manner. It is acknowledged their delivery is dependent upon the realisation of the town’s wider objectives and at this stage the Council is confident that both the relocation of the Greenfields Sports Facility and the delivery of the marina development are achievable within the plan period to 2036.
- 14.14. In order to provide further clarity to housing delivery and to ensure the proposed local housing requirement is achieved by 2036, the Local Plan Review proposes the inclusion of one additional site at land off Adderley Road shown on the map below for around 125 dwellings. It is considered this site complements the delivery of the objectives of the draft MDNP and can be delivered relatively early in the plan period.

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	1,200
Dwellings completed in 2016-17*	20
Dwellings committed as at 31 st March 2017*	539
Remaining dwelling requirement to be identified	641
Estimated amount of housing to be delivered through sites identified in the proposed Market Drayton Neighbourhood Plan (including windfall delivery at the Greenfields Sports Facility).	500
Additional housing proposed to be allocated in the Local Plan Review	125
Balance/Windfall allowance**	16

**Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.*

Summary of employment land requirements

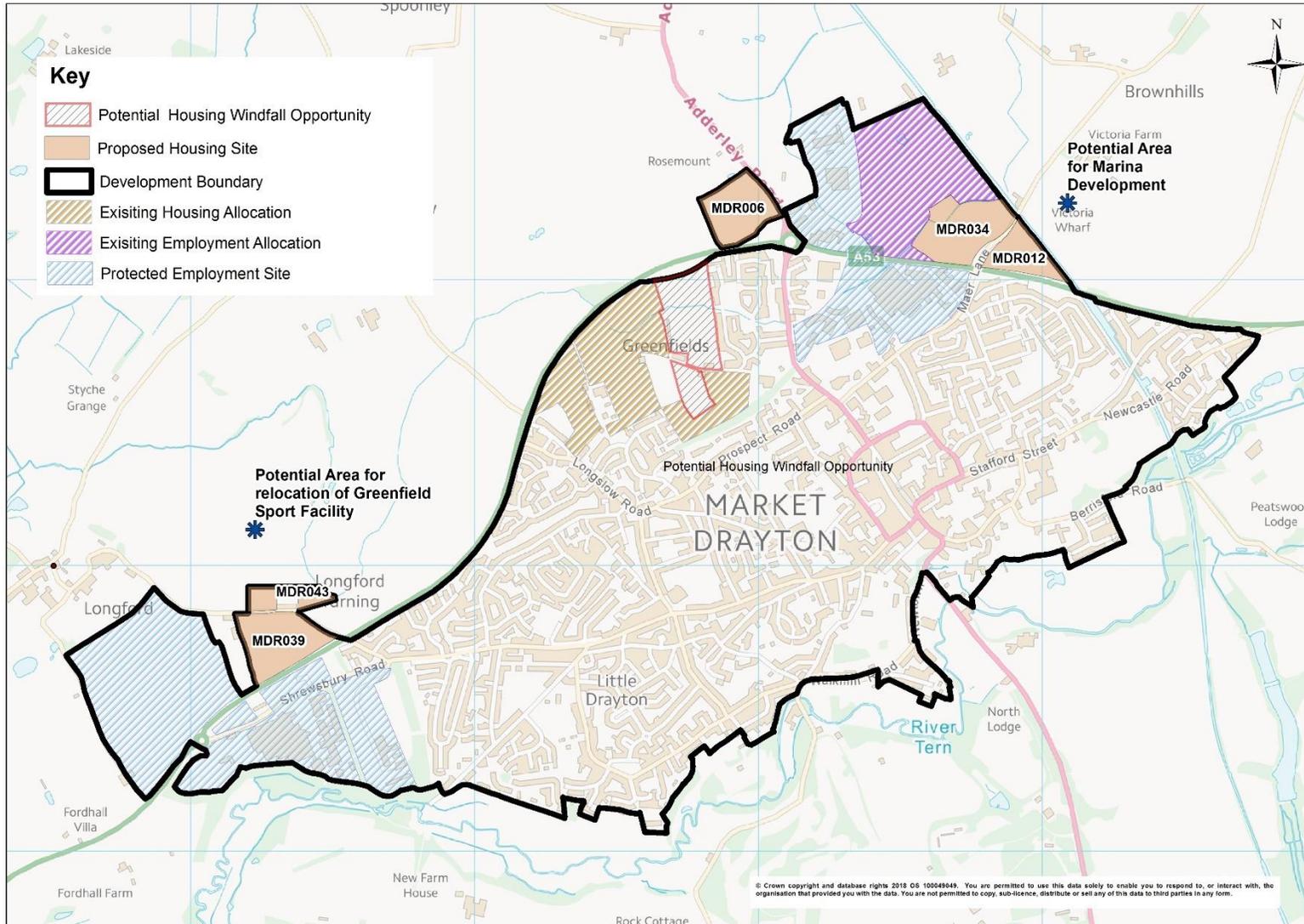
	Employment Land (Ha)
Preferred employment land guideline 2016-2036	13
Commitments and allocations as at 31 st March 2017*	35
Employment land shortfall	0
Employment land to be allocated	0
Balance/Windfall allowance**	0

**Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall development.*

Proposed Development Boundary and Preferred Site Allocations

14.15. The map below identifies the location of the preferred allocations (including those proposed in the Draft Market Drayton Neighbourhood Plan) and the proposed development boundary for Market Drayton:



14.16. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
MDR012	Land to the east of Maer Lane, north of the A53	2.9	70 dwellings	This site is proposed in the Draft Market Drayton Neighbourhood Plan which includes draft guidelines for development. Development will be supported where it comes forward as part of a comprehensive development through a masterplan in association with a proposal for a marina on the area of land identified on the map below.
MDR034	Land to the west of Maer Lane, north of the A53	5.67	120 dwellings	This site is proposed in the Draft Market Drayton Neighbourhood Plan which includes draft guidelines for development. Development will be supported where it comes forward as part of a comprehensive development through a masterplan in association with a proposal for a marina on the area of land identified on the map below. Flood risk issues need to be taken account within the design and layout of the site and have been taken into account in reducing expectations on the site's delivery.
MDR039 / MDR043	Land at Longford Turning	6.96	150 dwellings	This site is proposed in the Draft Market Drayton Neighbourhood Plan which includes draft guidelines for development Housing development is subject to it supporting the delivery of the proposed formal and informal recreation proposal (the relocated Greenfields Sports Facility) through improving accessibility, the construction of a public footway and cycleway along the northern edge of the site, improved traffic management.
MDR006	Land adjoining Adderley Road, Market Drayton	4.55	125 dwellings	Vehicular access through the introduction of a priority controlled junction onto A529 Adderley Road. Pedestrian / cycle linkages into Market Drayton will be upgraded, including the provision of two new sections of footway along with the introduction of a signal controlled pedestrian crossing on the A53 western arm of the roundabout.

Community Hubs

- 14.17. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements Document:
www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf
- 14.18. The villages of Hinstock, Hodnet and Woore are being proposed as Community Hubs within the Market Drayton Place Plan area.

Hinstock

- 14.19. Hinstock is a moderately sized village situated to the south of Market Drayton off the A41. The village has a range of services and facilities, including a primary school, a church, a pub and a shop. The village is already identified as a Community Hub within the SAMDev Plan. The village had a linear character with the vast majority of existing development being located between the A49 and the A529 to the east, which includes the land at Bearcroft which was previously allocated and is currently in the final stages of construction.

Development Strategy

- 14.20. Over the period to 2036, it is considered Hinstock should provide around an additional 49 dwellings to supplement the existing committed sites. This moderate level of additional growth will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements where these are required as a result of development. Consideration has been given to the relatively high level of commitments in the village when establishing this additional housing requirement.
- 14.21. Delivery will primarily be through development of a single site to east of School Bank identified on the map below which will provide around 35 dwellings. The balance will be delivered through infill and conversion opportunities within the development boundary, along with affordable housing exception schemes for local needs. The housing requirement takes into account the scale and character of the village, as well as the opportunities for new development. The proposed site provides an opportunity to develop land within easy walking distance of many facilities, including the primary school.

Summary of residential requirements

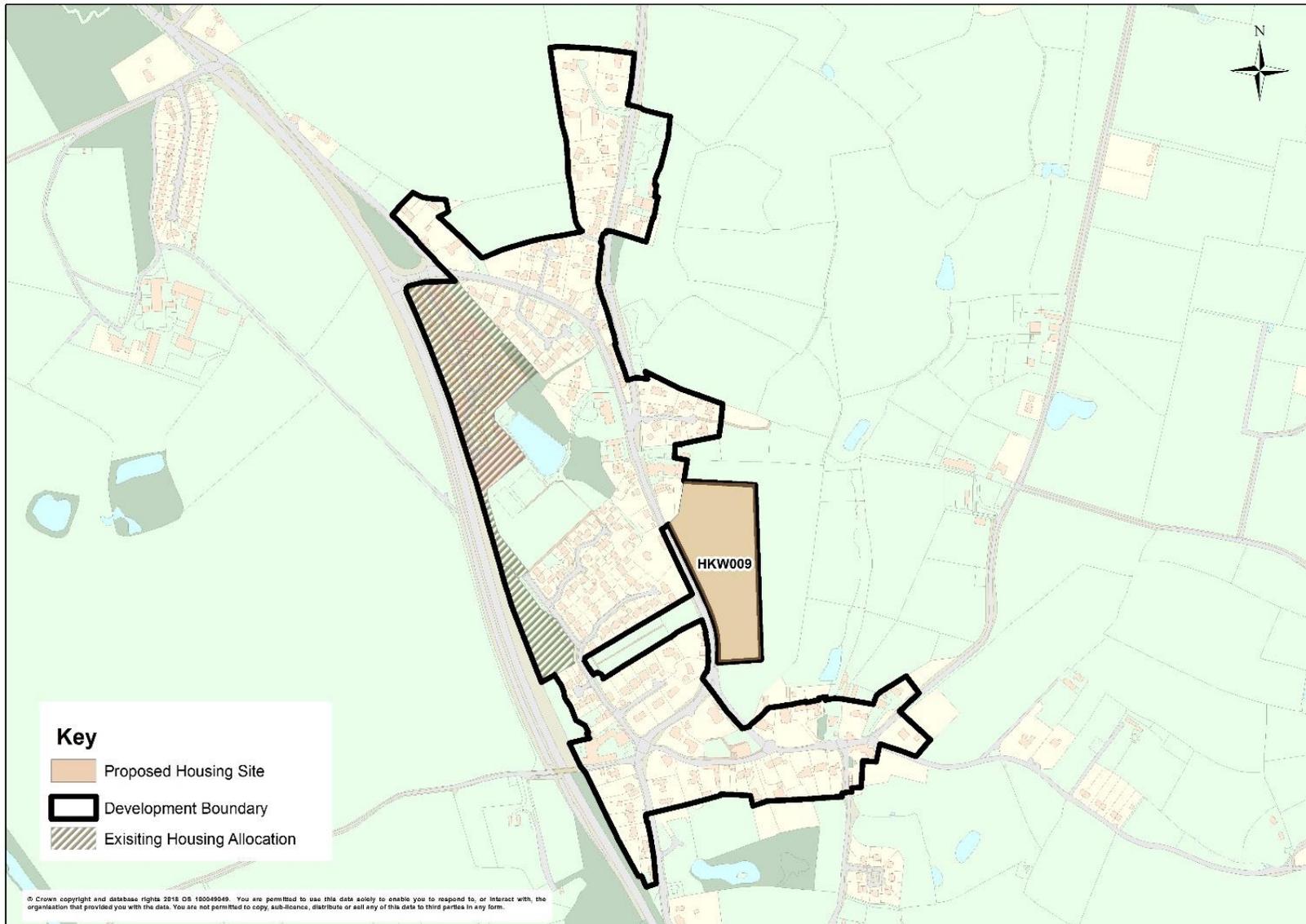
	Number of Dwellings
Preferred dwelling guideline 2016-2036	155
Dwellings completed in 2016-17*	0
Dwellings committed as at 31 st March 2017*	106
Remaining dwelling requirement to be identified	49
Dwellings to be allocated	35
Balance/Windfall allowance**	14

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocation

14.22. The map below identifies the location of the preferred allocation and the proposed development boundary for Hinstock:



14.23. The table below provides information on the preferred allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
HKW009	Land at School Bank Road, Hinstock	1.8	35 dwellings	Development to include an access from School Bank Road. Development should respect its location adjacent to the historic core of the village.

Hodnet

14.24. Hodnet is a moderately sized village situated to the south of Market Drayton off the A53. The village has a range of services and facilities, as is already identified as a Community Hub within the SAMDev Plan. The village has a fairly dispersed character, with the existing built area almost exclusively to the east of Shrewsbury Street along Station Road and Shrewsbury Street.

Development Strategy

14.25. Over the period to 2036, it is considered Hodnet should provide around an additional 52 dwellings to supplement the existing committed sites. This moderate level of additional growth will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements where these are required as a result of development. Consideration has been given to the relatively high level of commitments in the village when establishing this additional housing requirement.

14.26. Delivery will primarily be through development of a site to east of Shrewsbury Road on land adjacent to the primary school for around 40 dwellings. The balance will be delivered through infill and conversion opportunities within the development boundary, along with affordable housing exception schemes for local needs. The housing requirement takes into account the scale and character of the village, as well as the opportunities for new development. The proposed site provides an opportunity to develop land within easy walking distance of many facilities, including the primary school.

Summary of residential requirements

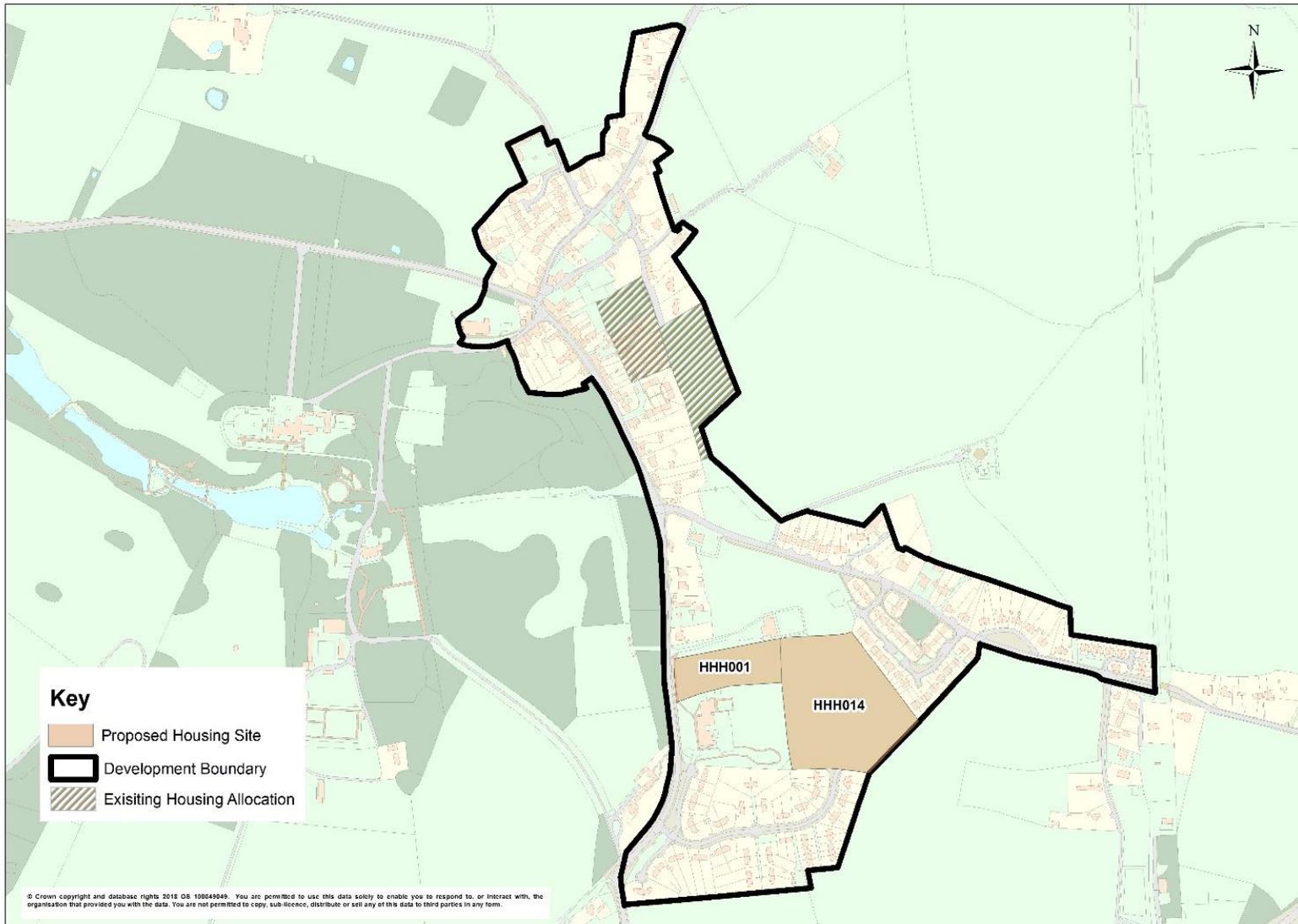
	Number of Dwellings
Preferred dwelling guideline 2016-2036	105
Dwellings completed in 2016-17*	0
Dwellings committed as at 31 st March 2017*	53
Remaining dwelling requirement to be identified	52
Dwellings to be allocated	40
Balance/Windfall allowance**	12

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocations

14.27. The map below identifies the location of the preferred allocations and the proposed development boundary for Hinstock:



14.28. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
HHH001 and HHH014	Land adjacent to the Primary School and The Grove, Hodnet	3.13	40	Development could achieve a vehicular access off either Shrewsbury Street or through the Grove. Development to provide for open space and a mix of tenures in line with any identified local housing needs.

Woore, Irelands Cross and Pipe Gate

14.29. Woore, Irelands Cross and Pipe Gate has been identified as a Community Hub as part of this Local Plan Review due to the level of services and facilities the village provides.

14.30. However, the Parish Council has recently been undertaking a Neighbourhood Plan for development up to 2036. The Neighbourhood Plan includes a proposed housing guideline of an additional 30 dwellings in the settlement up to 2036 and provides a development boundary for Woore, Irelands Cross and Pipe Gate. The Neighbourhood Plan is currently subject to examination which will determine if it can proceed to referendum.

14.31. On the basis that the Neighbourhood Plan is already proposing to provide a local policy framework for development up to 2036 the Local Plan Review will not provide any additional information at this stage. The draft version of the Woore Neighbourhood Plan can be viewed here <http://shropshire.gov.uk/media/9929/woore-draft-neighbourhood-plan.pdf>.

Community Clusters

14.32. The identification of Community Clusters will primarily be based on the aspirations of those communities, as expressed by their Parish Council(s)/Parish Meeting(s). Regard will also be given to the Local Plan Review evidence base and the views expressed by promoters of sites, residents and other stakeholders.

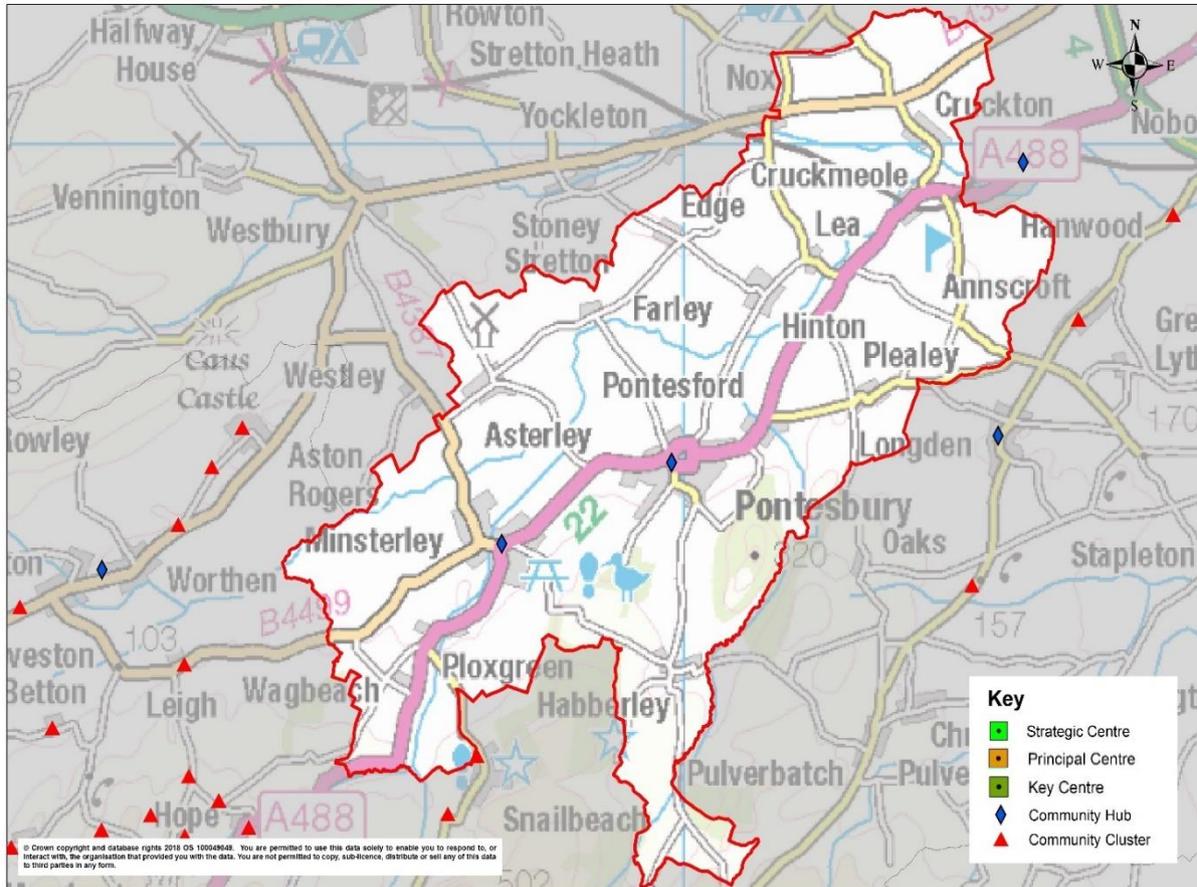
14.33. Based on the responses received during previous stages of consultation on the Local Plan Review, the following Community Clusters are proposed to be designated in the Market Drayton Place Plan area:

- Marchamley, Peplow and Wollerton
- Bletchley, Longford, Longslow, Moreton Say, Adderley and Norton in Hales

14.34. Within Community Clusters, it is proposed that a criteria based policy will manage development. A draft of this policy was provided within the previous Preferred Scale and Distribution of Development Consultation Document, available to view at: <https://shropshire.gov.uk/media/7632/preferred-options-consultation-final.pdf>

15. Minsterley and Pontesbury Place Plan Area

15.1. The Minsterley and Pontesbury Place Plan Area is in central Shropshire. The Place Plan area contains the Community Hub Settlements of Minsterley and Pontesbury and numerous small hamlets.



Settlement Type	Settlement Name
Community Hubs:	<ul style="list-style-type: none"> • Minsterley • Pontesbury
Community Clusters:	N/A

15.2. If your village is not included in the list of proposed Community Hubs or Community Clusters above, then this means that it will be 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies.

Community Hubs

15.3. Minsterley and Pontesbury are identified as a joint Key Centre in the Shropshire Core Strategy and SAMDev Plan. However, Shropshire Council has updated its evidence base by undertaking a comparative assessment of the size and role of settlements across Shropshire including an appraisal of the local services, facilities, employment, broadband and public transport links available within rural settlements. This assessment is summarised within the Hierarchy of Settlements Document:

www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf

- 15.4. As a result of the Hierarchy of Settlements exercise, which forms part of the evidence base for the Local Plan Review, it is now proposed that the settlements of Minsterley and Pontesbury function as individual Community Hubs.
- 15.5. Whilst there are some small hamlets in the rural area beyond the villages of Minsterley and Pontesbury, no Community Cluster settlements have currently been identified. The rest of the Place Plan area is therefore classified as 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies. Thus, the villages of Minsterley and Pontesbury, whilst no longer designated as Key Centres do, as Community Hubs, provide services and facilities to serve the needs of the Place Plan area and will continue to provide the focus for future housing and employment development.
- 15.6. As individual Community Hub settlements, Minsterley and Pontesbury will continue to have development boundaries and identified housing development guidelines which reflect the scale and nature of the settlements including their role within the wider Place Plan context and any constraints to development.
- 15.7. Minsterley and Pontesbury are the main settlements within the Rea Valley ward which is predominantly rural in nature and contains a population that is similar to the county but with a higher percentage of older people, aged 65 plus. Significantly, a greater number of Rea Valley household spaces (in 2016) were detached properties (49.8%) compared to Shropshire as a whole (39.5%). The number of people claiming JSA, in 2016 was also significantly lower than for Shropshire with 1,100 jobs identified in the ward (Source: Mint 2015).
- 15.8. A detailed profile of the Rea Valley ward is available here:
<https://shropshire.gov.uk/media/5554/rea-valley-ward-profile-2017.pdf>

Minsterley

- 15.9. Minsterley is large village some 10 miles to the south-west of Shrewsbury, on the A488 Shrewsbury - Bishops Castle road. In 2016, the village had an estimated population of 1,558 people and contained 670 dwellings.
- 15.10. Minsterley has a range of local services and facilities including a primary school, community hall, petrol station and convenience store. Minsterley also plays a significant role as an employment centre with two large food producers, Rea Valley Foods and Muller Creamery, located within its centre within a protected employment area. The importance of this employment is recognised and the area will continue to be designated as a protected employment area.
- 15.11. At the allocated housing site off Callow Lane, 48 dwellings (of 56 permitted) are currently recorded as complete. Additionally, the northern part of the Hall Farm mixed use allocation has planning permission for 7 residential properties and 4 employment units. The remainder of the Hall Farm site and proposals for mixed use at the former bus depot are subject to current planning applications.
- 15.12. The delivery of a scheme at Hall Farm to enhance the appearance of the site, the setting of the adjoining listed building and to secure the future of heritage assets on the site, whilst delivering some housing and employment opportunities, remains a recognised objective.

- 15.13. Whilst there has been delivery of affordable housing at Orchid Meadow (off Callow Lane) and at Park Meadow, there is a remaining identified need for affordable dwellings. There is also a need to: recognise the requirements of existing employment; support new small-scale employment opportunities; and to deliver a range of house types to support the vitality of the village. However, development opportunities, within and adjoining the village, are significantly constrained by appropriate land availability and the impacts of an extensive area of flood risk and the need to safeguard Minsterley Meadows SSSI.
- 15.14. Identified infrastructure priorities for Minsterley include:
- Local and strategic highway improvements.
 - Upgrade Minsterley wastewater treatment works and address sewerage network capacity.
- 15.15. Further information on infrastructure constraints and priorities are available within the Minsterley and Pontesbury Place Plan.
- 15.16. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.

Development Strategy

- 15.17. Over the period to 2036, around an additional 42 houses will be provided to supplement the existing committed sites. This will provide an opportunity to deliver a range of accommodation types to help meet local housing needs.
- 15.18. In considering suitable, promoted land and thus available options for further housing it is considered land at the entrance of the village to the east, adjoining existing recent development, could deliver additional housing to meet needs. It is accessible off the A488 (with appropriate speed restrictions/traffic calming measures) and relatively well located in relation to the existing built form of the village. Flood constraints and surface water management would need to be taken into account in the design of any development and it is considered at this point that the site would therefore yield around 20 dwellings. Additional homes may be delivered through windfall sites or cross subsidy/exception schemes on sites which are not currently promoted.

Summary of residential requirements

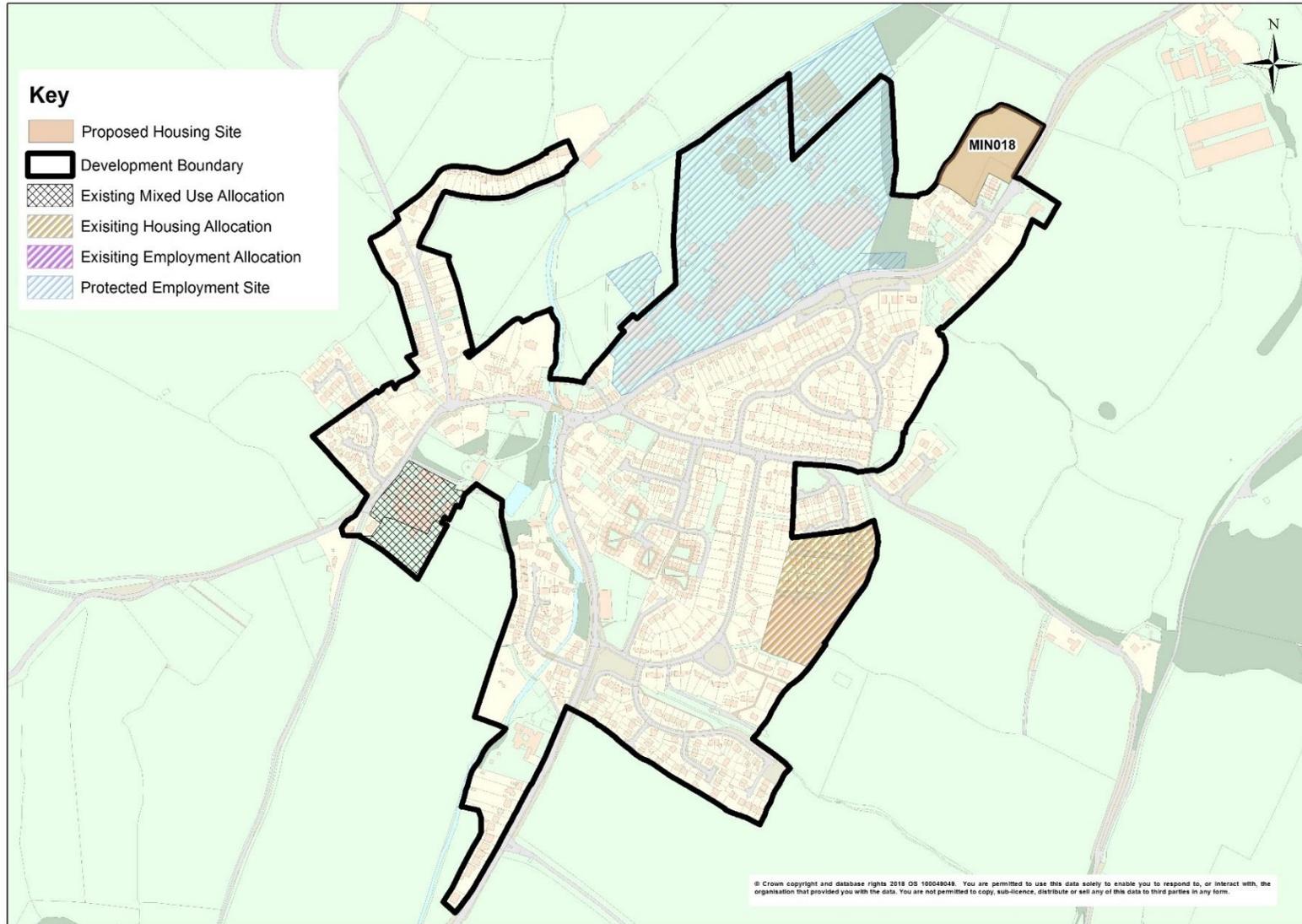
	Number of Dwellings
Preferred dwelling guideline 2016-2036	155
Dwellings completed in 2016-17*	24
Dwellings committed as at 31 st March 2017*	89
Remaining dwelling requirement to be identified	42
Dwellings to be allocated	20
Balance/Windfall allowance**	22

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocation

15.19. The map below identifies the location of the preferred allocation and the proposed development boundary for Minsterley:



15.20. The table below provides information on the preferred allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
MIN018	Land west of A488, Minsterley	1.1	20 dwellings	Traffic calming, footway extension and crossing and extension of 30 mph speed limit will be required. Known pluvial flood risk will reduce the capacity of the site for development. The design, layout of and access to the development will need to take into account surface water flood risk informed by a flood risk assessment. Development should be restricted to land outside the 1,000 year surface flood risk zone. A Habitat Regulations Assessment will be required for in-combination recreational impact on the Stiperstones and Hollies SAC. Depending on the outcome, mitigation measures for any impact are likely to be delivered through an increase in the amount of open space provided by the development.

Pontesbury

15.21. Pontesbury is a large village around 8 miles to the south-west of Shrewsbury, on the A488 Shrewsbury - Bishops Castle road. In 2016, the village had an estimated population of 1,897 people and contained 850 dwellings.

15.22. Pontesbury has a good range of local services and facilities including primary and secondary schools, a variety of local shops, community hall, library and medical practice, dentist and chemist. It performs well within the hierarchy of settlement services and facilities assessment being within the top range of Community Hubs identified in the local plan review. Pontesbury does not have a significant role as an employment centre but existing service providers and other small local employers and businesses at sites adjoining and in the rural area around Pontesbury such as Malehurst and Rea Valley Business park provide some employment opportunities.

15.23. Housing and mixed-use sites, at Minsterley Road and Hall Bank respectively, were allocated in the SAMDev Plan. Planning applications have been approved on both sites and work is due to commence at Hall Bank this Autumn. It is anticipated that the Hall Bank scheme will deliver 86 dwellings over the next 5 years as well as a convenience store, relocated nursery and community hub. This is a significant development in the context of Pontesbury delivering a number of community benefits. It will however need some time to be completed and assimilated into the fabric of the village.

15.24. There has been limited delivery of affordable housing locally and although the development at Hall Bank will provide around 15 affordable dwellings there is a remaining identified need for affordable dwellings and the delivery of a range of house types to support the vitality of the village.

- 15.25. Opportunities for development, within and adjoining the village, are impacted by areas of high landscape value to the south and east, including the AONB and a restricted road network to the south of the A488. Some sites to the north-eastern side of the village also currently lack suitable access.
- 15.26. Identified infrastructure priorities for Pontesbury include:
- Local and strategic highway improvements.
 - Malehurst primary electricity substation reinforcement.
- 15.27. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent. Additionally, Shropshire Council is working proactively with Pontesbury Parish Council in the ongoing production of the Neighbourhood Plan which will support the development strategy for Pontesbury.

Development Strategy

- 15.28. Over the period to 2036, an additional 62 houses will be provided to supplement the existing committed sites. This will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support village services and infrastructure improvements.
- 15.29. In considering suitable, promoted land and thus available options for further housing it is considered land at the western end of the village off the A488, could deliver the required additional housing to meet needs. It is accessible off the A488 which has appropriate speed restrictions in place. It is also relatively well located in relation to the existing built form of the village and accessible to local services and facilities. The preferred allocations are therefore expected to deliver between 40 dwellings, together with an allowance of around 23 homes to be delivered through windfall sites or exception schemes.

Summary of residential requirements

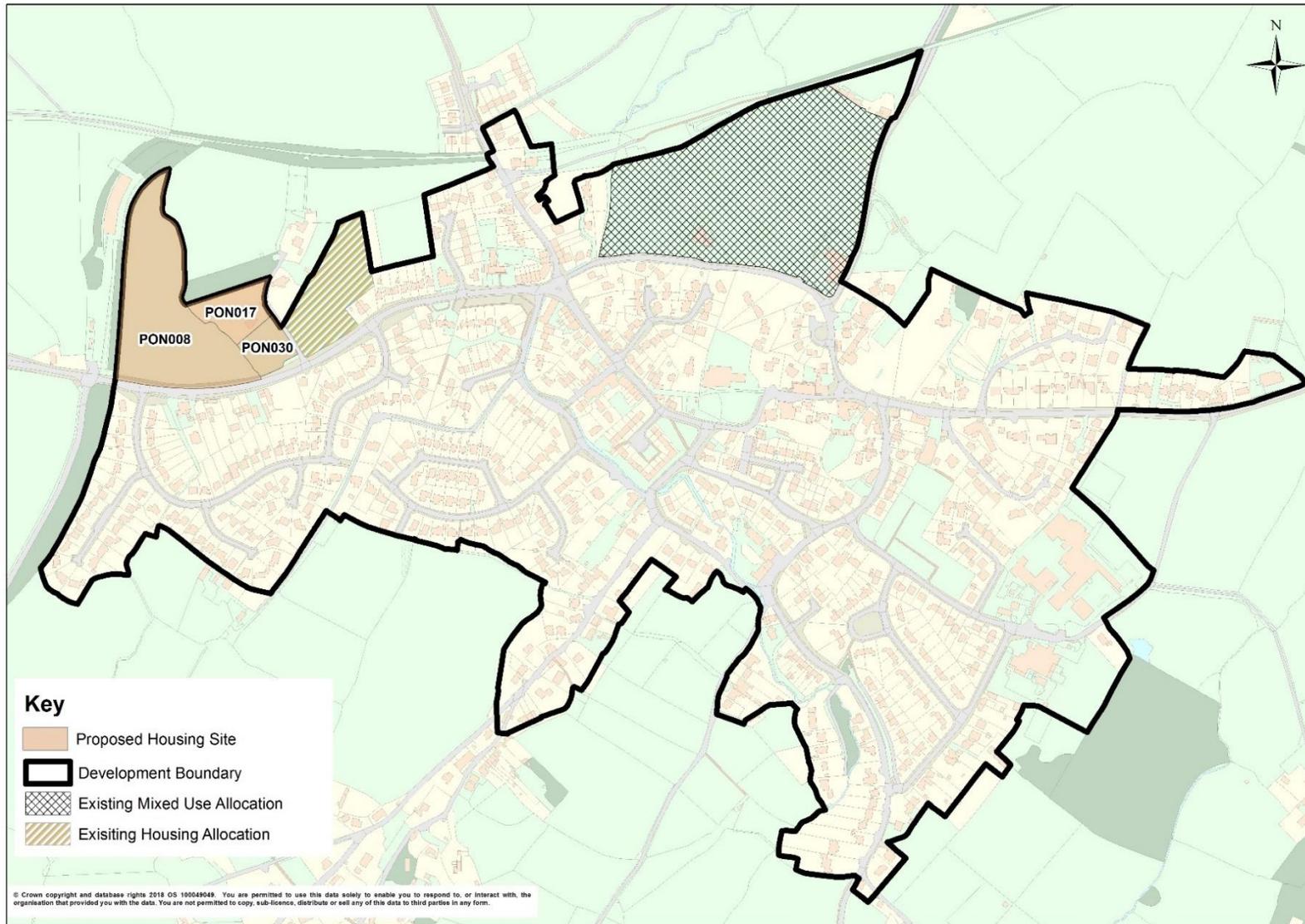
	Number of Dwellings
Preferred dwelling guideline 2016-2036	175
Dwellings completed in 2016-17*	7
Dwellings committed as at 31 st March 2017*	106
Remaining dwelling requirement to be identified	62
Dwellings to be allocated	40
Balance/Windfall allowance**	22

**Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.*

Proposed Development Boundary and Preferred Site Allocations

15.30. The map below identifies the location of the preferred allocations and the proposed development boundary for Pontesbury:

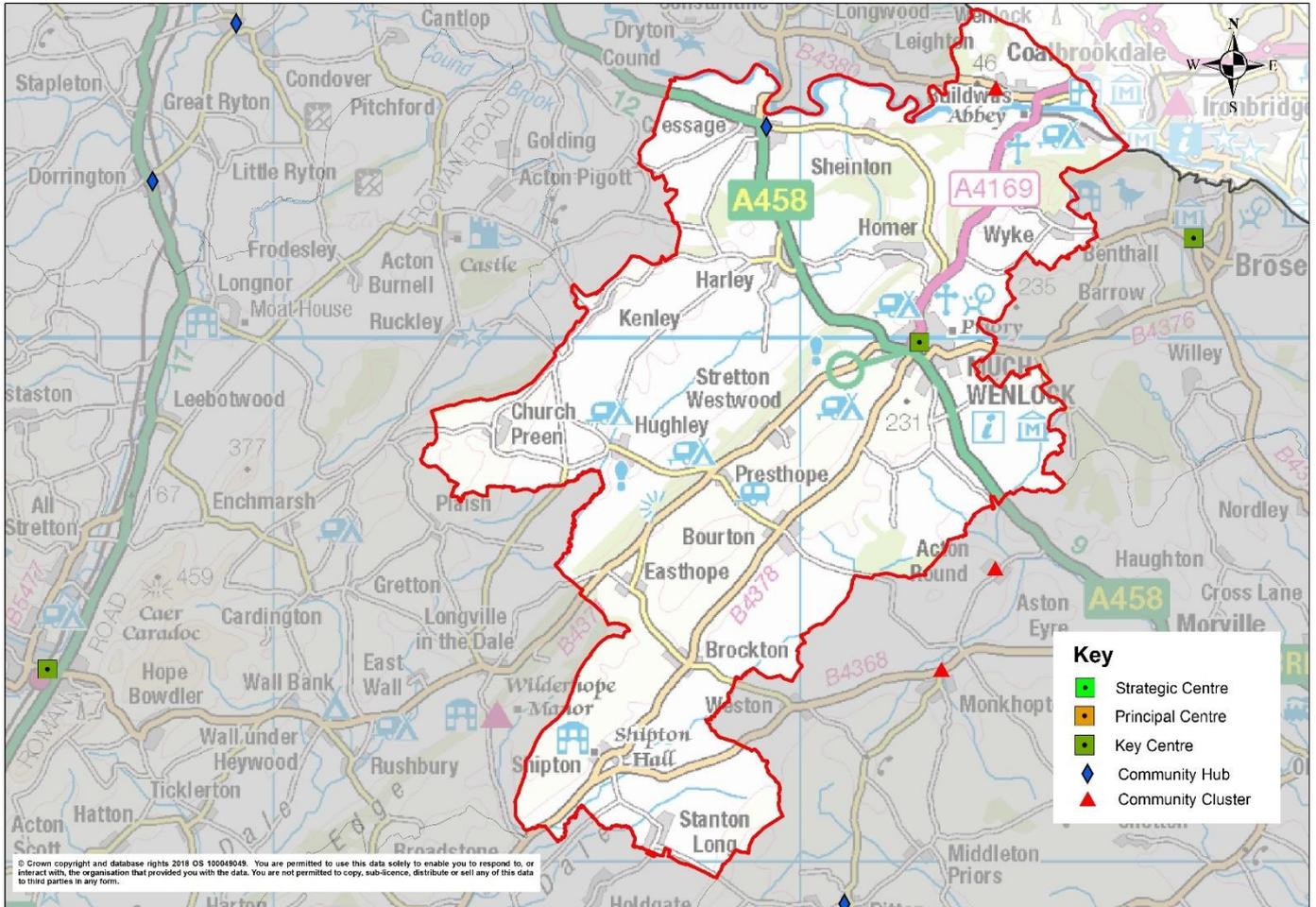


15.31. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
PON008, PON017 and PON030	Minsterley Road, Pontesbury	2.7	40 dwellings	A suitable new, joint funded access (potentially a roundabout junction) to serve all the sites off Minsterley Road and footway extension will be required. A small part of the site is in flood zone 2, this and additional surface water flood risk is likely to reduce the capacity of the site for development. The design and layout of development will need to take into account: elevated and rising topography; mature trees and hedgerows; ecological interest; potential contamination and flood risk informed by a flood risk assessment. Relevant supporting studies should be undertaken and their recommendations implemented. Development should be restricted to land outside the 1,000-year surface flood risk zone. A survey will be required to determine whether PON030 contains priority habitat and is an acceptable location for development. A Habitat Regulations Assessment will be required for in-combination recreational impact on the Stiperstones and Hollies SAC. Depending on the outcome, mitigation measures for any impact are likely to be delivered through an increase in the amount of open space provided by the development.

16. Much Wenlock Place Plan Area

16.1. The Much Wenlock Place Plan Area is in east Shropshire. The Place Plan area contains the Key Centre of Much Wenlock; the proposed Community Hub of Cressage; and numerous smaller villages and hamlets, of which Buildwas has opted in as a Community Cluster.



Settlement Type	Settlement Name
Key Centre:	Much Wenlock
Community Hubs:	Cressage
Community Clusters:	Buildwas

16.2. If your village is not included in the list of proposed Community Hubs or Community Clusters above, then this means that it will be 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies.

Key Centre: Much Wenlock

- 16.3. Much Wenlock is a small historic Shropshire market town with a wide rural hinterland which runs from the lip of the Severn Gorge down to the south west along Wenlock Edge. Much Wenlock is a desirable place to live in Shropshire because of the town's rich history, environmental qualities and especially its location near the growth points of Telford and Shrewsbury and being within ready commuting distance of the West Midlands conurbation. The resulting development pressures and high house prices create a challenge to provide housing to meet local needs in a way that respects the quality of the town and its rural setting.
- 16.4. Much Wenlock benefits from an existing Neighbourhood Plan (adopted July 2014) which provides policies that supplement those in the adopted Local Plan. These policies reflect the unique character, circumstances and community aspirations in Much Wenlock. Shropshire Council is committed to continue to work with Much Wenlock Town Council to consider the need to update the Neighbourhood Plan in light of the Local Plan Review so that they can continue to work together to positively manage local development during the Local Plan Review period to 2036.
- 16.5. The Town Council recently commissioned a review paper (March 2017) to examine the delivery of housing in the context of the existing Local Plan guideline. The report concluded that new housing has been delivered at or slightly above the anticipated rate and there was no need to modify the housing policies and approach set out in the existing Neighbourhood Plan.
- 16.6. Key planning issues for Much Wenlock include the fact that the town catchment has been designated as a Flood Rapid Response Catchment in the highest category. Surface water flooding can develop very quickly in this situation and the potential impact on flood risk is a very significant consideration, in the context of the identification of additional development sites. Other issues include the need to provide more affordable housing and to achieve a better balance between housing and employment by stimulating additional local employment opportunities.
- 16.7. A detailed profile of the market town of Much Wenlock is available here: <https://shropshire.gov.uk/media/9689/much-wenlock.pdf>
- 16.8. Identified critical infrastructure priorities for Much Wenlock include:
- Measures to effectively address flooding and waste water management issues in Much Wenlock;
 - The provision of premises to support the future delivery of secondary health care and other community services;
 - Assessment of the need for additional primary and secondary school provision;
 - Local and strategic highway improvements and traffic management;
 - Provision of additional leisure, recreation and amenity facilities, with a particular focus in the south of the town;
 - Further information on infrastructure constraints and priorities are available within the Much Wenlock Neighbourhood Plan and Place Plan.
- 16.9. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.

Development Strategy

- 16.10. Much Wenlock will continue to act as a Key Centre and development will balance the need for additional housing and employment by accommodating around 150 dwellings and around 1 hectare of employment development between 2016 and 2036. There are currently 45 dwellings committed (Planning Permission, Prior Approval or Allocation) in Much Wenlock. Therefore, a further 105 dwellings will need to be identified on new housing sites to support the housing growth objectives of the Local Plan Review. Between 2006/07 and 2016/17 the average housing delivery rate was some 9 dwellings per year. This is comparable with the annual build rate required over the Local Plan Review period of some 8 dwellings per year.
- 16.11. To assist the economic growth objectives for the County, an additional 2 hectare of employment development will be required in Much Wenlock over the Local Plan Review period. At 1st April 2016, there was around 1 hectare of land committed (Allocated or Planning Permission). Therefore, proposals to develop a minimum of 1 hectare (net) of additional employment land will be supported on appropriate sites consistent with criteria-based Local Plan policies to deliver the preferred level of employment development in the town.
- 16.12. Additional development in Much Wenlock will need to recognise the potential impacts on flood risk, heritage assets and the policies and objectives in the Neighbourhood Plan.

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	150
Dwellings completed in 2016-17*	0
Dwellings committed as at 31 st March 2017*	45
Remaining dwelling requirement to be identified	105
Dwellings to be allocated	80
Balance/Windfall allowance**	25

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Summary of employment land requirements

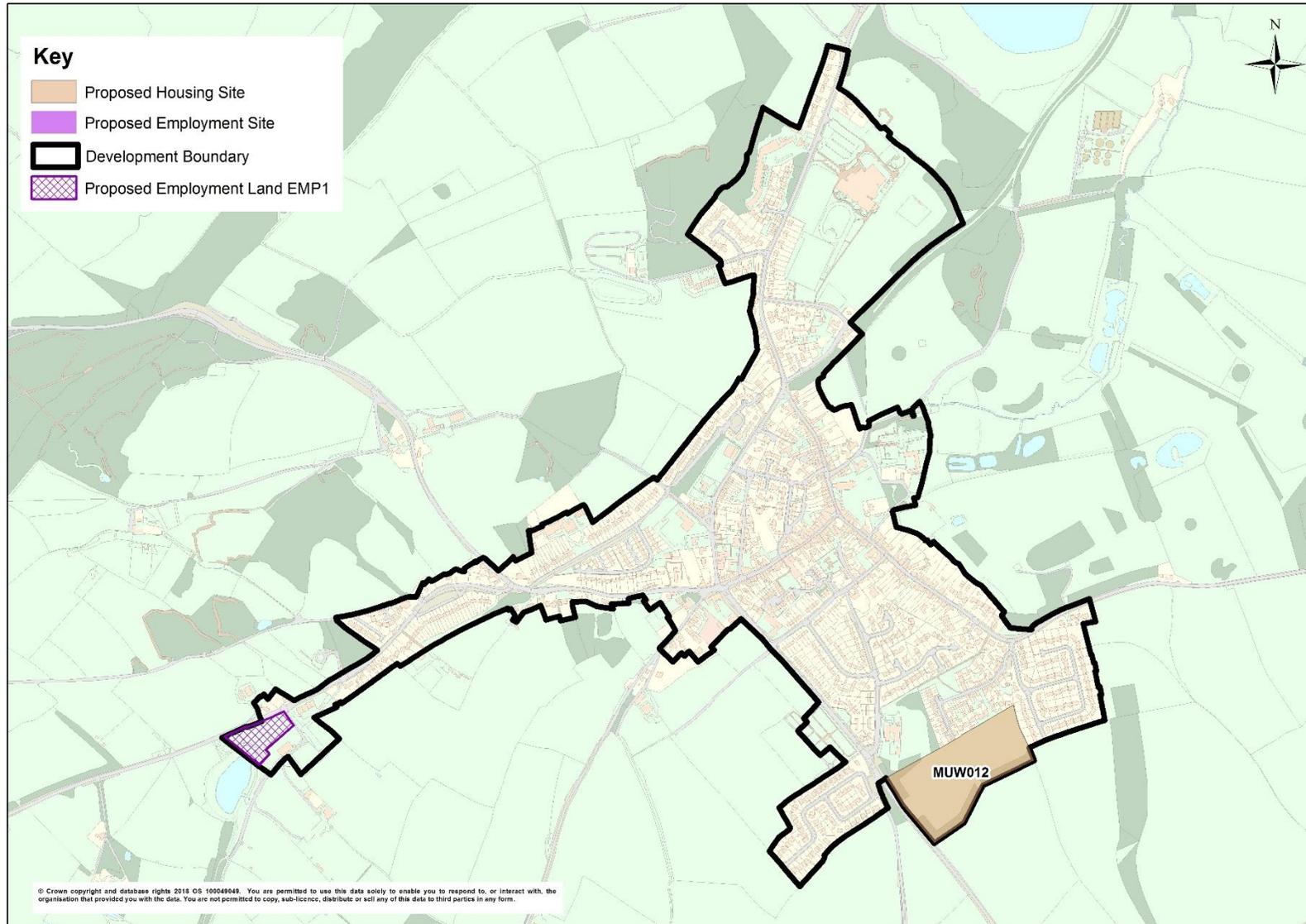
	Employment Land (Ha)
Preferred employment land guideline 2016-2036	2
Commitments and allocations as at 31 st March 2017*	1.5
Employment land shortfall	0.5
Employment land to be allocated	0
Balance/Windfall allowance**	0.5

*Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall development.

Proposed Development Boundary and Preferred Site Allocation

16.13. The map below identifies the location of the preferred allocation and the proposed development boundary for Much Wenlock:



16.14. The table below provides information on the preferred allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
MUW012	Land adjoining the Primary School and Hunters Gate, Much Wenlock	3.80	80 dwellings	<p>Development is subject to:</p> <ul style="list-style-type: none"> • In conjunction with the existing 'Hunters Gate' development, the delivery of both on and off-site attenuation infrastructure, to address 'rapid catchment' flood risk; • Consideration of the potential to deliver a roundabout access to the A458.

Community Hubs

16.15. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements Document:
www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf

16.16. One Community Hub has been identified within the Shifnal Place Plan area, specifically: Cressage.

Cressage

16.17. Cressage is a modest sized village located to the south-east of Shrewsbury on the A458 Bridgnorth Road, close to Wenlock Edge. The character of the village reflects its progressive development south from the historic core of the Old Hall and Castle on the junction of the A458 with Sheinton Road / Station Road. The village has a range of local services and facilities largely serving the local community rather than demand from the A458. The primary road through the village mainly functions as a through route for traffic.

16.18. The A458 separates the village into two unequal parts with the services located in the larger eastern portion. The route of the A458 comprises a sharp bend within the village where it forms a complicated junction with Sheinton Road / Station Road which also accommodates the War Memorial and the former public house The Eagles, in need of re-use or redevelopment. This configuration of land uses creates a constrained junction where traffic flows compete for road space. The A458 south also rises on a steep and relatively consistent gradient which encourages excessive speeds through the village.

16.19. Cressage was not identified as a location for planned development in the SAMDev Plan (2015) and the preceding Local Plan did not make any site allocations in Cressage and so the village Cressage has not seen planned development for some time. In this Local Plan, there will be two housing allocations both situated on the route of the A458 along with an allowance for windfall development within the village. Local aspirations for this Community Hub require these new developments to have positive effects on the character of the village, to exert a calming influence on traffic flows along the A458 and to meet local housing needs for high quality, affordable housing across a range of tenures.

Development Strategy

- 16.20. Over the period to 2036, Cressage will function as a Community Hub and the planned developments will secure this role and address the needs of the village community.
- 16.21. Two housing allocations are identified comprising land off Harley Road (CES005) in the south of the village and the disused public house and site of The Eagles (CES006) at the junction of the A458 with Sheinton Road / Station Road. These sites require investigation of their archaeological significance and for CES005, for built heritage significance also. Further investigations are necessary for its ecological significance being situated close to the Wood Lane Cressage LWS, flood risk and drainage of both sites particularly recognising the potential for habitat use of the disused building at The Eagles. Both sites have natural landscaping especially around their boundaries which should be retained, improved or enhanced to contribute to the character of the proposed developments.
- 16.22. Both sites are expected to meet the local housing needs of the village through the provision of appropriate and affordable housing providing good contemporary design with a sympathetic layout respecting the amenity of adjoining uses and the proximity of the A458.
- 16.23. CES005 (Land at Harley Road) should provide a suitable highway junction with adequate visibility into the A458 incorporating traffic calming measures that complement the speed restrictions within the village. This junction is expected to require some significant works to the site boundary to accommodate the anticipated roundabout junction and any necessary realignment of the route of the A458. Vehicular access from CES005 onto the narrow Wood Lane to the rear should consider the character of this lane and the limited capacity of the roadway and its constrained junction with the A458. It is expected that CES006 would better respect its setting with only a single access located on or near the current car park access. The existing, secondary access onto Sheinton Road, if closed, would help alleviate current traffic constraints on Sheinton Road and at its junction with the A458. Both of these allocated sites require pedestrian and cycle access within the development and should link to the highway and footpath network in the village.

Summary of residential requirements

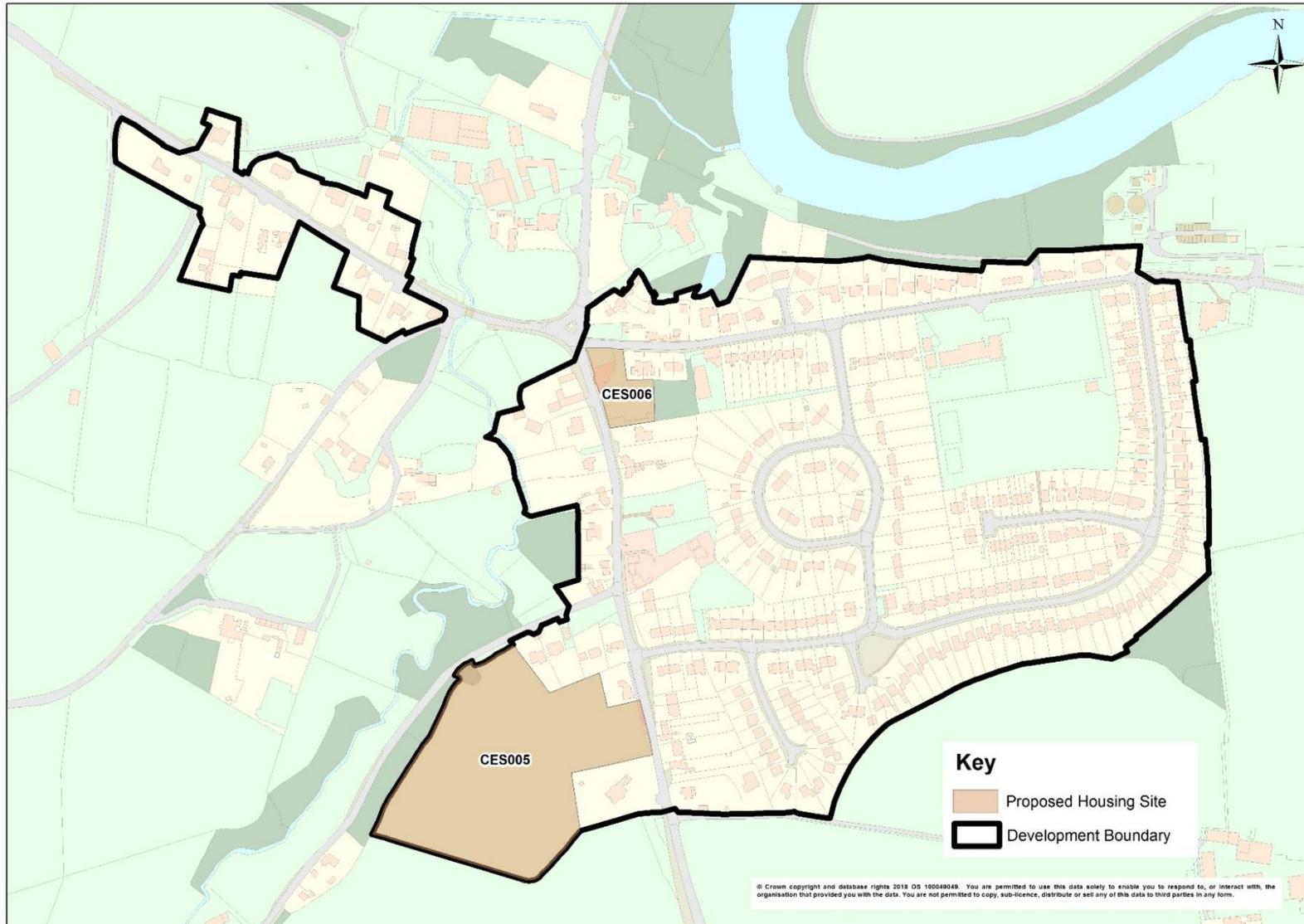
	Number of Dwellings
Preferred dwelling guideline 2016-2036	80
Dwellings completed in 2016-17*	0
Dwellings committed as at 31 st March 2017*	2
Remaining dwelling requirement to be identified	78
Dwellings to be allocated	65
Balance/Windfall allowance**	13

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocations

16.24. The map below identifies the location of the preferred allocations and the proposed development boundary for Cressage:



16.25. The table below provides information on each of the preferred allocations:

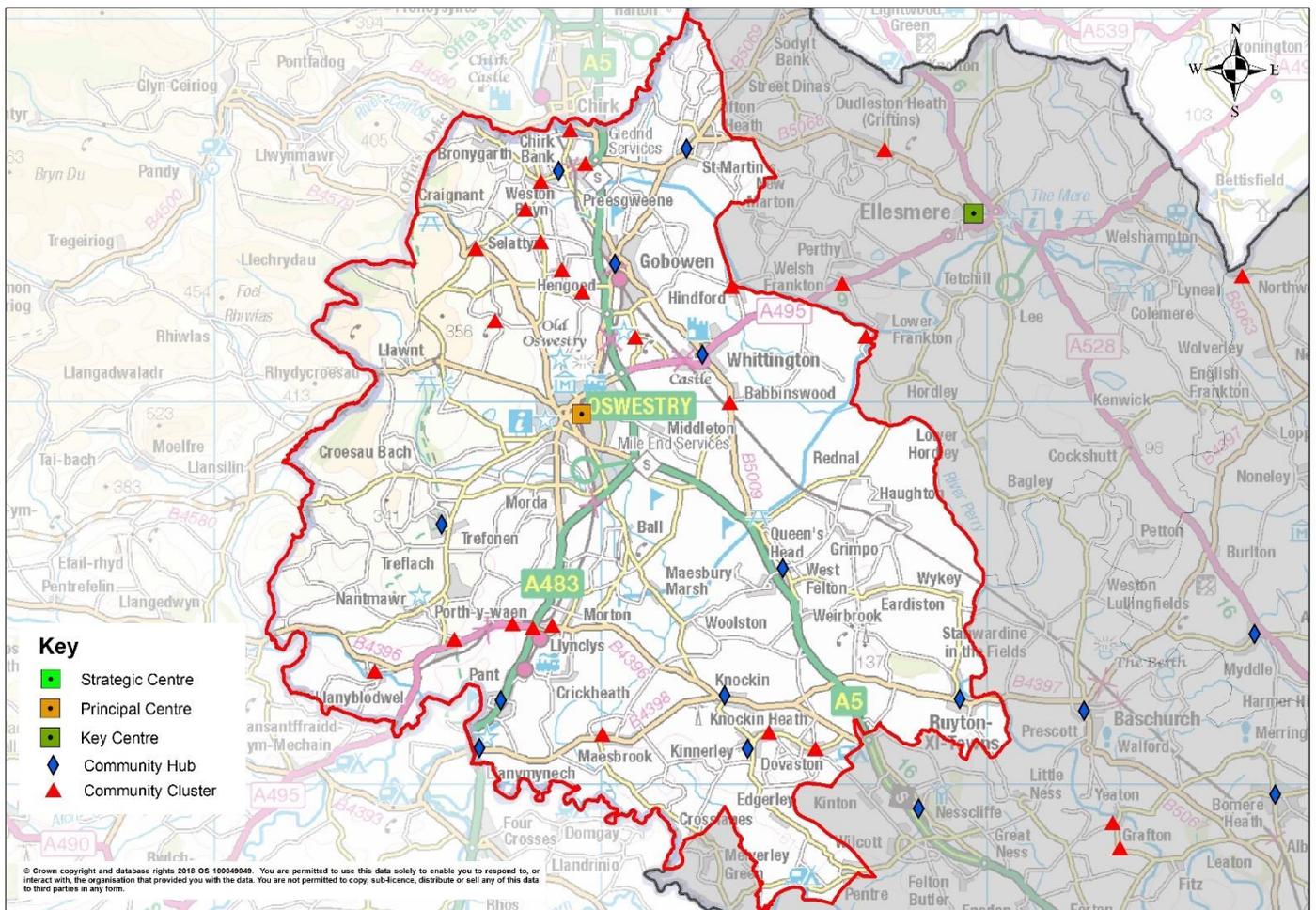
Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
CES005	Land off Harley Road, Cressage	2.4	60 dwellings	To satisfy national and local heritage policies through a heritage assessment, delivering good contemporary design with appropriate use of materials, layout, landscaping and open space to enhance the southern gateway into the village. Relevant supporting studies should be undertaken particularly transport assessments, ecology, tree and hedgerow surveys, flood risk and drainage with their recommendations clearly reflected in the proposed development scheme. This should include a suitable access to the highway network to contribute to traffic calming on A458 with pedestrian and cycling access linking to local networks.
Page 128 CES006	The Eagles Former Public House, Cressage	0.2	5 dwellings	To satisfy national and local heritage policies through a heritage assessment, delivering good contemporary design with appropriate use of materials, layout, landscaping and open space to enhance the character of the centre of the village and recognise the amenity of adjoining land uses. Relevant supporting studies should be undertaken particularly transport assessments, ecology, tree and hedgerow surveys, flood risk and drainage with their recommendations clearly reflected in the proposed development scheme. This should also ensure safe access and use of the A458 junction to Sheinton Road / Station Road.

Community Clusters

- 16.26. The identification of Community Clusters will primarily be based on the aspirations of those communities, as expressed by their Parish Council(s)/Parish Meeting(s). Regard will also be given to the Local Plan Review evidence base and the views expressed by promoters of sites, residents and other stakeholders.
- 16.27. Based on the responses received during previous stages of consultation on the Local Plan Review, the following Community Clusters are proposed to be designated in the Much Wenlock Place Plan area:
- Buildwas.
- 16.28. Within Community Clusters, it is proposed that a criteria based policy will manage development. A draft of this policy was provided within the previous Preferred Scale and Distribution of Development Consultation Document, available to view at:
<https://shropshire.gov.uk/media/7632/preferred-options-consultation-final.pdf>

17. Oswestry Place Plan Area

17.1. The Oswestry Place Plan Area is in north-west Shropshire. The Place Plan area contains the Principal Centre of Oswestry; the proposed Community Hubs of Gobowen, Kinnerley, Knockin, Llanymynech, Pant, Ruyton XI Towns, St Martins, Trefonen, West Felton, Weston Rhyn and Whittington; and numerous smaller villages and hamlets, many of which have opted in as parts of Community Clusters.



Settlement Type	Settlement Name
Principal Centre:	Oswestry
Community Hubs:	<ul style="list-style-type: none"> • Gobowen • Kinnerley • Knockin • Llanymynech • Pant • Ruyton XI Towns • St Martins • Trefonen • West Felton • Weston Rhyn • Whittington

Settlement Type	Settlement Name
Community Clusters:	<ul style="list-style-type: none"> • Maesbrook, Dovaston and Knockin Heath • Llanyblodwel, Porthywaen Dolgoch, Llyncllys and Bryn Melyn • Park Hall, Hindford, Babbinswood and Lower Frankton • Selattyn, Upper/Middle/Lower Hengoed and Pant Glas • Rhoswel, Wern and Chirk Bank

17.2. If your village is not included in the list of proposed Community Hubs or Community Clusters above, then this means that it will be 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies.

Principal Centre: Oswestry

17.3. Between 2006/07 and 2016/17 the average housing delivery rate in Oswestry was some 66 dwellings per year, delivery in recent years has been suppressed by the lead-in times associated with the commencement of the major mixed-use urban extension to the town which was allocated in the SAMDev Plan. The annual build rate required over the Local Plan Review period is some 90 dwellings per year. This will require a step change in delivery, but this is considered to be achievable.

17.4. Around 57 hectares of employment land is already committed in Oswestry and no further employment land therefore needs to be identified to support the employment development objectives subject to an employment land review.

17.5. A major mixed-use urban extension was allocated in the existing Local Plan to the south east of Oswestry. The scale and complexity of the scheme and the need for significant infrastructure investment has delayed delivery to date, but work is expected to commence during the first part of the Local Plan Review period. New development proposals will need to complement the offer provided by this urban extension.

17.6. The Oswestry Civic Society and several local parish councils have recently endorsed the development of a longer term strategy for the Oswestry area which could cover the period to 2050. It is felt that such a plan would help to shape the future expansion of Oswestry through the potential development of interconnected villages, supported by a strong framework of public and road transport links, designed to foster community living and a low carbon economy. It is considered that expansion to the north-east of Oswestry would provide the opportunity to capitalise on existing assets such as Gobowen railway station, Old Oswestry Hill Fort and the sports facilities at Park Hall. Such an approach would also be consistent with the focus on development in strategic corridors, including the A5 corridor between Oswestry and Gobowen, which is identified in the Council's adopted Economic Growth Strategy.

17.7. A Local Economic growth strategy is being prepared for Oswestry which will set out Shropshire Council's local economic delivery plan in this area, helping Shropshire Council to address priorities outlined in the overarching Economic Growth Strategy at a local level. This strategy will also have a key role in supporting existing business growth and attracting new business and investment into not just the town but also the surrounding areas.

- 17.8. A detailed profile of the market town of Oswestry is available here:
<https://www.shropshire.gov.uk/media/8845/oswestry-final-version-1212.pdf>
- 17.9. Identified critical infrastructure priorities for Oswestry include:
- Waste water treatment and sewerage capacity.
 - Primary and secondary school provision.
 - Local and strategic highway improvements.
 - Provision of additional leisure, recreation, amenity and cemetery facilities.
 - Further information on infrastructure constraints and priorities are available within the Oswestry Place Plan.
- 17.10. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.

Development Strategy

- 17.11. Oswestry will continue to act as a Principal Centre and contribute towards the strategic growth objectives in the North-West of the County. Oswestry will continue to explore ways in which it can effectively fulfil its role as the largest principal centre in Shropshire.
- 17.12. Development will balance the need for additional housing and employment accommodating around 1,800 dwellings and around 19 hectares of employment development between 2016 and 2036.
- 17.13. In the Local Plan Review period since 2016, there have been 47 dwellings completed, with a further 1,624 dwellings committed through Planning Permission, Prior Approval or Allocation. However, the SAMDev Plan assumes that the Eastern Gateway Sustainable Urban Extension in Oswestry will make provision for 900 homes, but current outline planning applications (which cover the majority of the land) amount to only 750 homes. It is therefore proposed to reduce the overall allowance for commitments by 100 to 1,524 homes.
- 17.14. Therefore, a further 229 dwellings will need to be identified on new housing sites to support the housing growth objectives of the Local Plan Review. The proposed windfall balance of 29 homes is considered reasonable having regard to the opportunities that exist within the Development Boundary, opportunities for small scale exception sites outside the Development Boundary and past rates.
- 17.15. Much of the potential for larger scale infill development in the town has already been captured through the SAMDev Plan. Additional development opportunities adjacent to the existing Development Boundary for Oswestry are now extremely restricted by the presence of physical, heritage and environmental constraints such as the setting of the Old Oswestry Hillfort; sensitive landscapes to the north and west; the Oswestry bypass to the east; and flood risk and accessibility issues to the south.
- 17.16. Whilst a modest amount of additional growth can still be delivered in Oswestry itself, in these circumstances, Shropshire Council proposes to deliver the majority of the new housing required by responding positively to the principles outlined by the Oswestry Civic Society in its proposed Oswestry 2050

approach by reinforcing the existing urban fabric of the former Park Hall Camp to deliver a new community as a mixed use 'garden settlement' which would:

- Support community living by improving access to community facilities for existing and new residents by providing a location to establish local retail and community facilities;
- Deliver improved access to the railway station at Gobowen, the RJAH hospital and Oswestry in a way consistent with the principles outlined in Oswestry 2050 by exploring opportunities to establish a park and ride facility, footpath and cycle links and a circular bus service;
- Provide a range of housing opportunities to help meet identified local housing needs including key worker housing for the RJAH hospital and Derwen College;
- Capitalise on the existing availability of extensive formal and informal leisure and recreational facilities.

17.17. Extensive areas of land have been promoted in this location, sufficient to provide for long term expansion beyond the proposed Plan period to 2036. Relevant supporting studies should be undertaken and their recommendations implemented.

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	1,800
Dwellings completed in 2016-17*	47
Dwellings committed as at 31 st March 2017*	1,524
Remaining dwelling requirement to be identified	229
Dwellings to be allocated	200
Balance/Windfall allowance**	29

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Summary of employment land requirements

	Employment Land (Ha)
Preferred employment land guideline 2016-2036	19
Commitments and allocations as at 31 st March 2017*	57
Employment land shortfall	0
Employment land to be allocated	0
Balance/Windfall allowance**	0

*Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall development.

17.19. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
OSW017	Land at Trefonen Road, Oswestry	1.47	40 dwellings	Site is a natural extension to the town's western side. This is a small site in an accessible location, subject to assessment and any mitigation required. Existing speed limit on Trefonen Road to be extended.
PKH002; PKH007 (part); PKH031.	Land adj. North Drive & Tympath Lane, Park Hall	8.0	160 dwellings, employment and a local centre	Mixed use scheme to deliver housing; science park uses associated with the RJAH hospital; a convenience retail and local community services hub.

Community Hubs

17.20. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements Document:

www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf

17.21. Within the Oswestry Place Plan area, 11 proposed Community Hubs have been identified, these are:

- Gobowen;
- Kinnerley;
- Knockin;
- Llanymynech;
- Pant;
- Ruyton XI Towns;
- St Martins;
- Trefonen;
- West Felton;
- Weston Rhyn; and
- Whittington.

Gobowen

17.22. Gobowen is a large village north of Oswestry which benefits from good transport connections and a range of local services and facilities and is already identified as a Community Hub as part of the adopted SAMDev Plan. There is a high level of outstanding housing commitments, including the two site allocations made in the SAMDev Plan. Key development constraints for

Gobowen include flood risk in areas which lie adjacent to the River Perry and its tributaries.

17.23. Between 2006/07 and 2016/17 the average housing delivery rate in Gobowen was some 16 dwellings per year. The annual build rate required over the Local Plan Review period is around 20 homes per year, but this is considered to be achievable.

17.24. Infrastructure investment priorities for Gobowen include:

- Parking, particularly around the train station;
- Potential for enhanced public transport and cycle links between Gobowen, the Orthopaedic Hospital and Oswestry;
- GP Surgery.

Development Strategy

17.25. Over the period to 2036, a modest amount of further housing of around 120 houses will be provided to supplement the existing committed sites. This will provide an opportunity to deliver a range of accommodation types to help meet local housing needs, including those associated with Derwen College and support investment in community facilities and infrastructure improvements. Two site allocations are therefore proposed to deliver around 100 houses, together with development by infilling, groups of houses and conversions on suitable sites within the development boundary. Relevant supporting studies should be undertaken and their recommendations implemented.

Summary of residential requirements

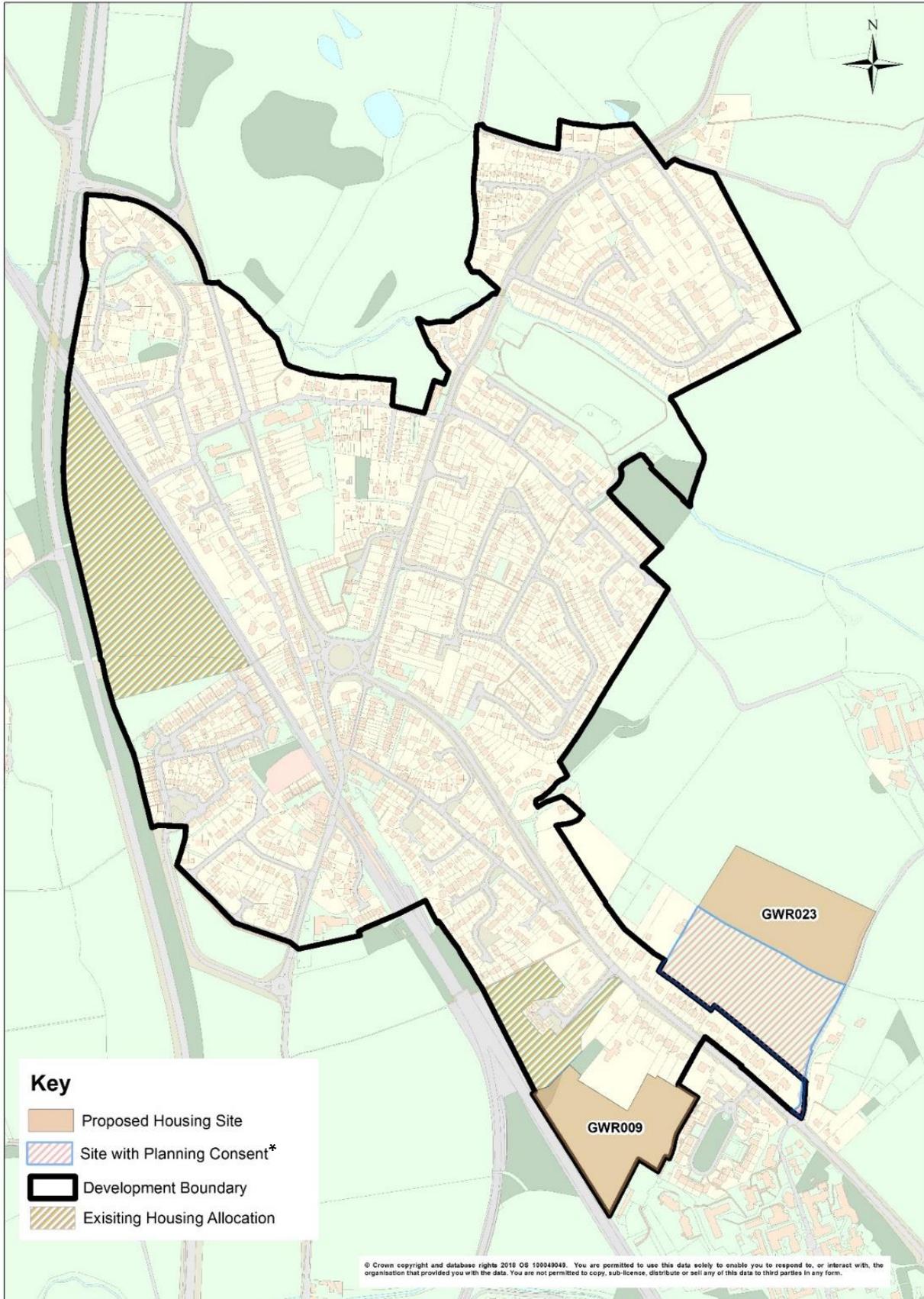
	Number of Dwellings
Preferred dwelling guideline 2016-2036	390
Dwellings completed in 2016-17*	5
Dwellings committed as at 31 st March 2017*	266
Remaining dwelling requirement to be identified	119
Dwellings to be allocated	100
Balance/Windfall allowance**	19

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocations

17.26. The map below identifies the location of the preferred allocations and the proposed development boundary for Gobowen:



*Site with Planning Consent illustrated due to relationship with the preferred allocation GWR023.

17.27. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
GWR009	Land west of Agnes Hunt Memorial Bungalows, Gobowen	2.37	25 dwellings	Low density scheme to address specialist accommodation needs of Derwen College.
GWR023	Land north of Whittington Road, Gobowen	2.5	75 dwellings	2.5Ha site within larger 17.73 Ha site promoted, subject to agreement of an appropriate shared highway access with adjacent development which addresses local flood risk issues.

Kinnerley

17.28. Kinnerley is a large village south-east of Oswestry which benefits from a range of local services and facilities and is already identified as part of a Community Cluster in the adopted SAMDev Plan. There is a high level of outstanding housing commitments, but development to date has not delivered housing which meets local needs and there is therefore an unmet need for more affordable “entry level” homes. Key development constraints include flood risk from the Weir Brook. Development proposals will be expected to demonstrate that they have taken account of the adopted guidance from the Community Led Plan for Kinnerley which provides additional guidance and will help inform planning decisions in the parish.

17.29. Between 2006/07 and 2016/17 the average housing delivery rate in Kinnerley was some 2-3 dwellings per year. This is similar to the annual build rate required over the Local Plan Review period.

Development Strategy

17.30. Over the period to 2036, a modest amount of further housing will be provided to supplement existing committed sites. This will provide an opportunity to deliver a range of accommodation types to help meet local housing needs, support investment in community facilities and infrastructure improvements. No specific allocations are proposed, but the development of exception sites, including cross-subsidy exceptions sites in appropriate locations outside the development boundary will be supported where they help deliver housing which meets local needs. The development boundary has been amended in the vicinity of Church Lane to reflect the fact that a safe highway access cannot be achieved to support the development of land off Church Lane. Relevant supporting studies should be undertaken and their recommendations implemented.

Summary of residential requirements

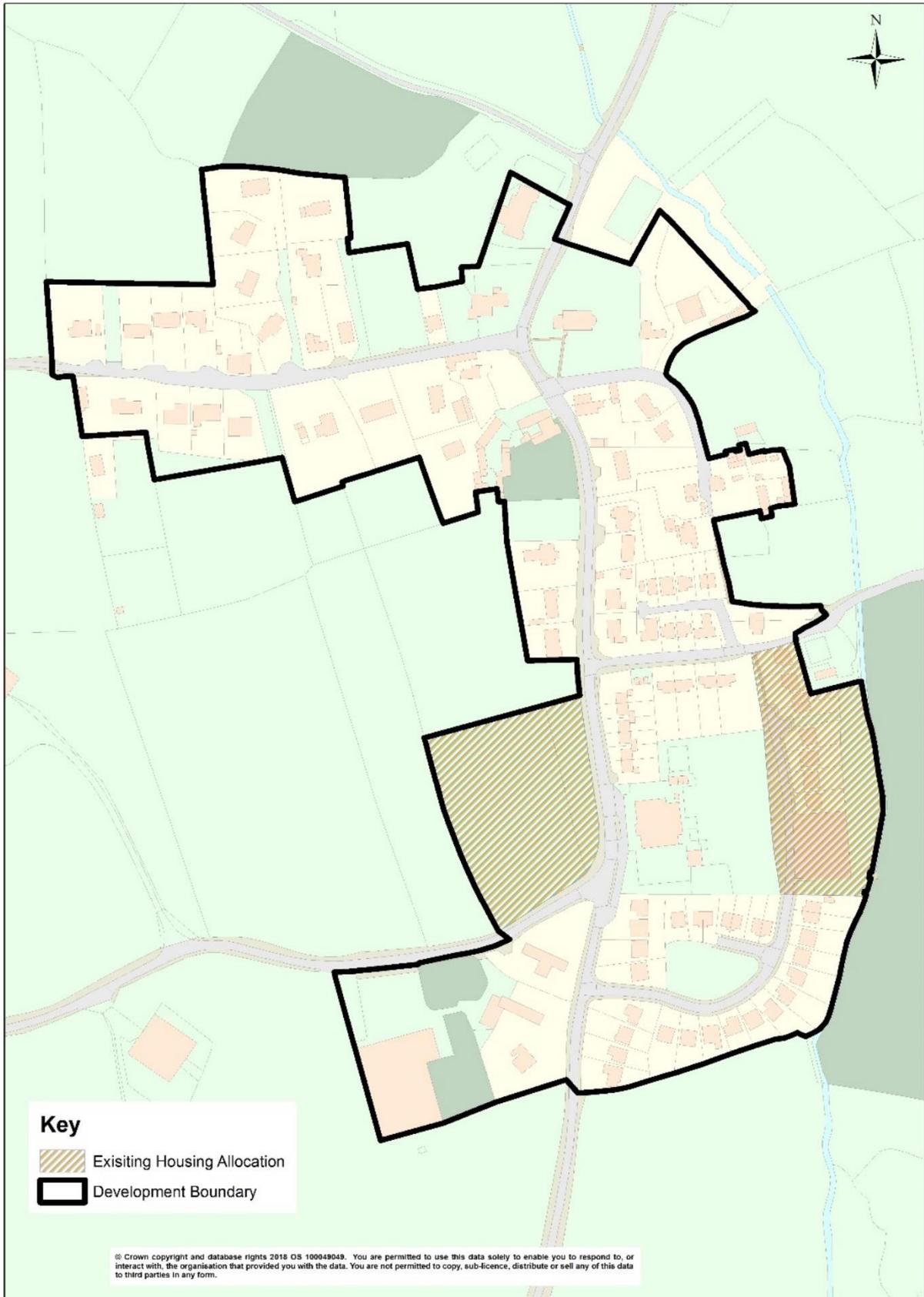
	Number of Dwellings
Preferred dwelling guideline 2016-2036	60
Dwellings completed in 2016-17*	1
Dwellings committed as at 31 st March 2017*	36
Remaining dwelling requirement to be identified	23
Dwellings to be allocated	0
Balance/Windfall allowance**	23

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary

17.31. The map below identifies the location of the proposed development boundary for Kinnerley:



Knockin

17.32. Knockin is a small village south-east of Oswestry which benefits from a range of local services and facilities and is already identified as a Community Hub in the adopted SAMDev Plan. There is a high level of outstanding housing commitments, but there has been only a single completion since 2006. The annual build rate required over the Local Plan Review period is significantly higher at 2-3 homes per year, but this is considered to be achievable with site allocation as detailed below.

17.33. Key development constraints for Knockin include flood risk in areas and potential impacts on protected species and the historic environment.

17.34. Infrastructure investment priorities for Knockin include road safety.

Development Strategy

17.35. Over the period to 2036, modest amounts of further housing on adjacent land will provide an opportunity to improve the viability of the existing (SAMDev) site allocation to enable the delivery of a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements. Relevant supporting studies should be undertaken and their recommendations implemented.

Summary of residential requirements

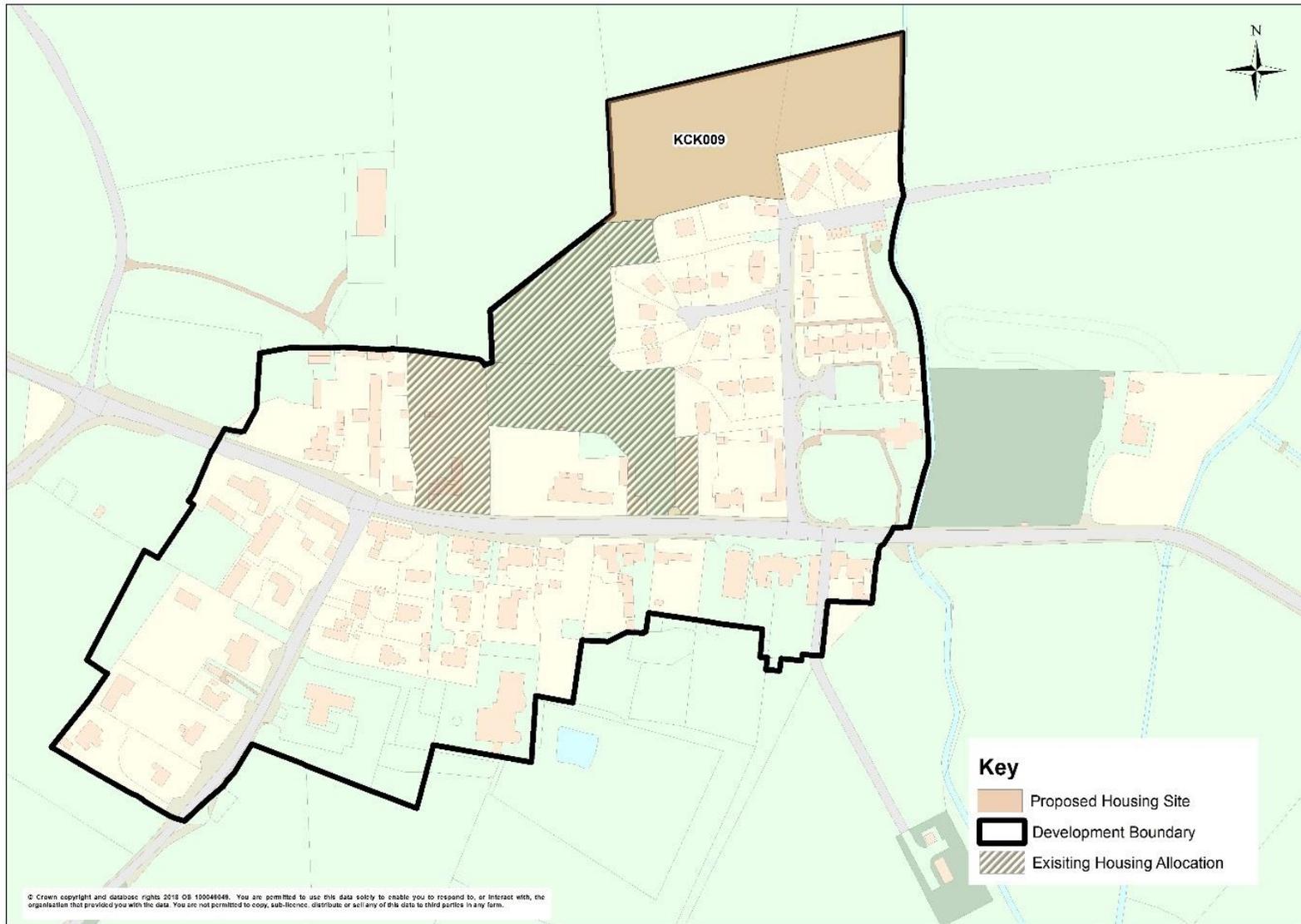
	Number of Dwellings
Preferred dwelling guideline 2016-2036	55
Dwellings completed in 2016-17*	0
Dwellings committed as at 31 st March 2017*	24
Remaining dwelling requirement to be identified	31
Dwellings to be allocated	25
Balance/Windfall allowance**	6

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocation

17.36. The map below identifies the location of the preferred allocation and the proposed development boundary for Knockin:



17.37. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
KCK009	Land north of Church Lane, Knockin	0.91	25 dwellings	Access from Church Lane or through SAMDev allocation KK001.

Llanymynech

17.38. Llanymynech is a large village south of Oswestry which benefits from a range of local services and facilities and is already identified as a Community Hub in the adopted SAMDev Plan. There is a high level of housing completions and commitments. Average completions were 12 homes per year during the period 2006-2016. The annual build rate required over the Local Plan Review period is significantly lower at only 6 homes per year. There are existing accessibility issues along Station Road, where it is already congested with a weight-restricted bridge over the former railway line. Key development constraints for Llanymynech include protected species and the historic environment.

17.39. Critical infrastructure investment priorities include waste water treatment infrastructure.

Development Strategy

17.40. Over the period to 2036, around 50 additional homes, equivalent to the quantity provided for in the SAMDev Plan, will be provided to supplement the existing committed sites. This will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements. The preferred location for future housing development selected would provide for a modest scale natural extension to the previous site allocation, with easy access to local services and facilities and would deliver approximately 50 homes. The existing development boundary (see map) will be amended to include the preferred site allocation. This site would be accessible from the previous allocation, as its layout suggests that further extension is possible. Relevant supporting studies should be undertaken and their recommendations implemented.

Summary of residential requirements

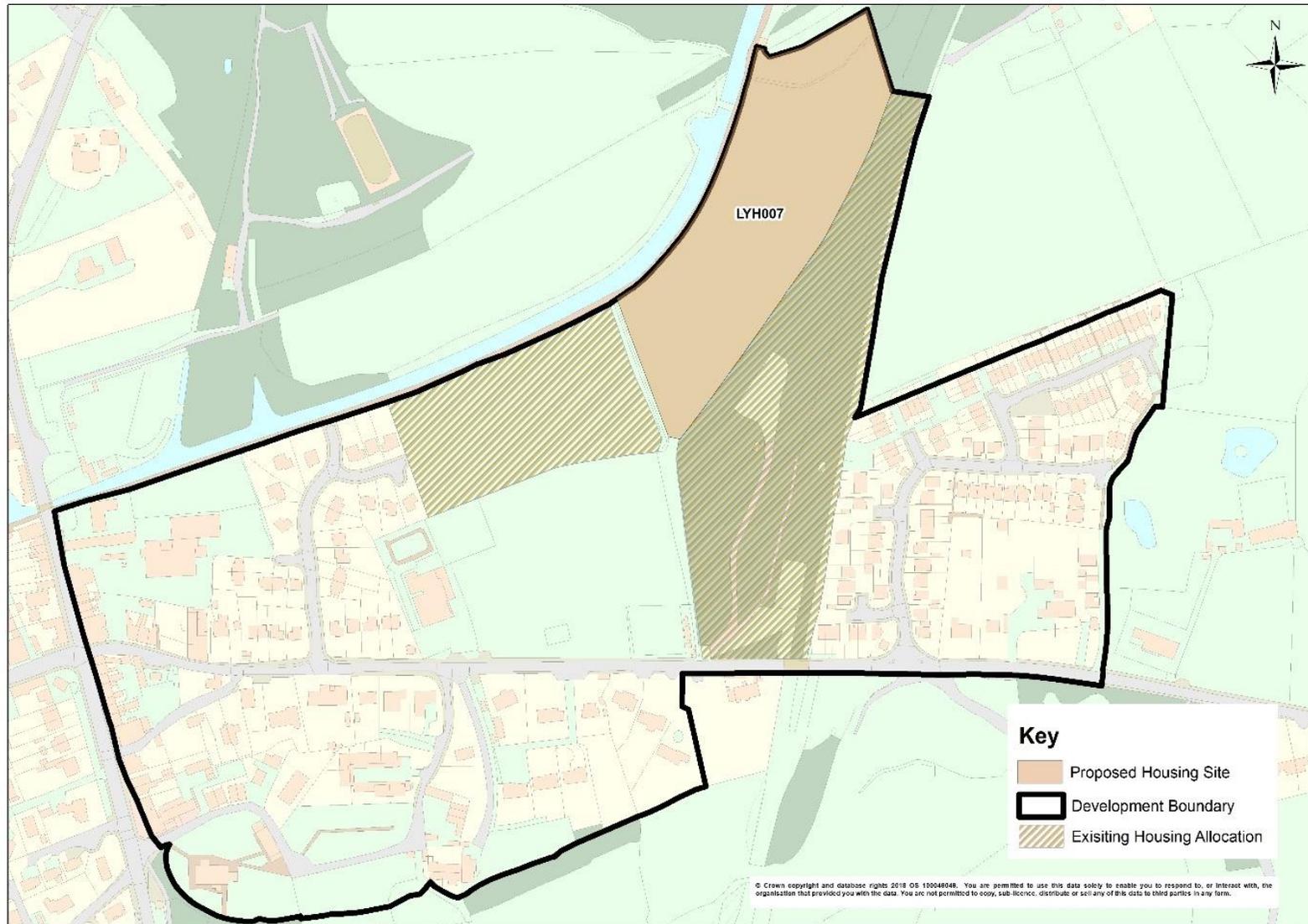
	Number of Dwellings
Preferred dwelling guideline 2016-2036	125
Dwellings completed in 2016-17*	6
Dwellings committed as at 31 st March 2017*	68
Remaining dwelling requirement to be identified	51
Dwellings to be allocated	50
Balance/Windfall allowance**	1

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocation

17.41. The map below identifies the location of the preferred allocation and the proposed development boundary for Llanymynech:



17.42. The table below provides information on the preferred allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
LYH007	Land East of Barley Meadows, Llanymynech	1.85	50 dwellings	Access through Barley Meadows. Development must help to enhance direct footpath access to recreation space, the village hall and the village centre. Subject to further assessment for HRA for recreational and water quality impacts on the Montgomery Canal SAC.

Pant

17.43. Pant is a large village south of Oswestry which benefits from a range of local services and facilities and is already identified as a Community Hub in the adopted SAMDev Plan. Average completions have amounted to 1 home per year during the period 2006-2016. The annual build rate required over the Local Plan Review period is higher at 2-3 homes per year, but this is considered to be achievable with a site for around 45 dwellings allocated. Key development constraints for Pant include protected species and the historic environment. In addition, Pant's proximity to the sewage treatment works means that development to the south of the village would be inappropriate. There are also issues with water pressure in the village

17.44. Critical infrastructure investment priorities include waste water treatment infrastructure.

Development Strategy

17.45. Over the period to 2036, an additional 52 homes will be provided to supplement the existing committed sites. This will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements. The additional homes will be delivered through the allocation of a single site, together with an allowance for a small amount of windfall development. The existing development boundary (see map) will be amended to include the preferred site allocation. Relevant supporting studies should be undertaken and their recommendations implemented.

Summary of residential requirements

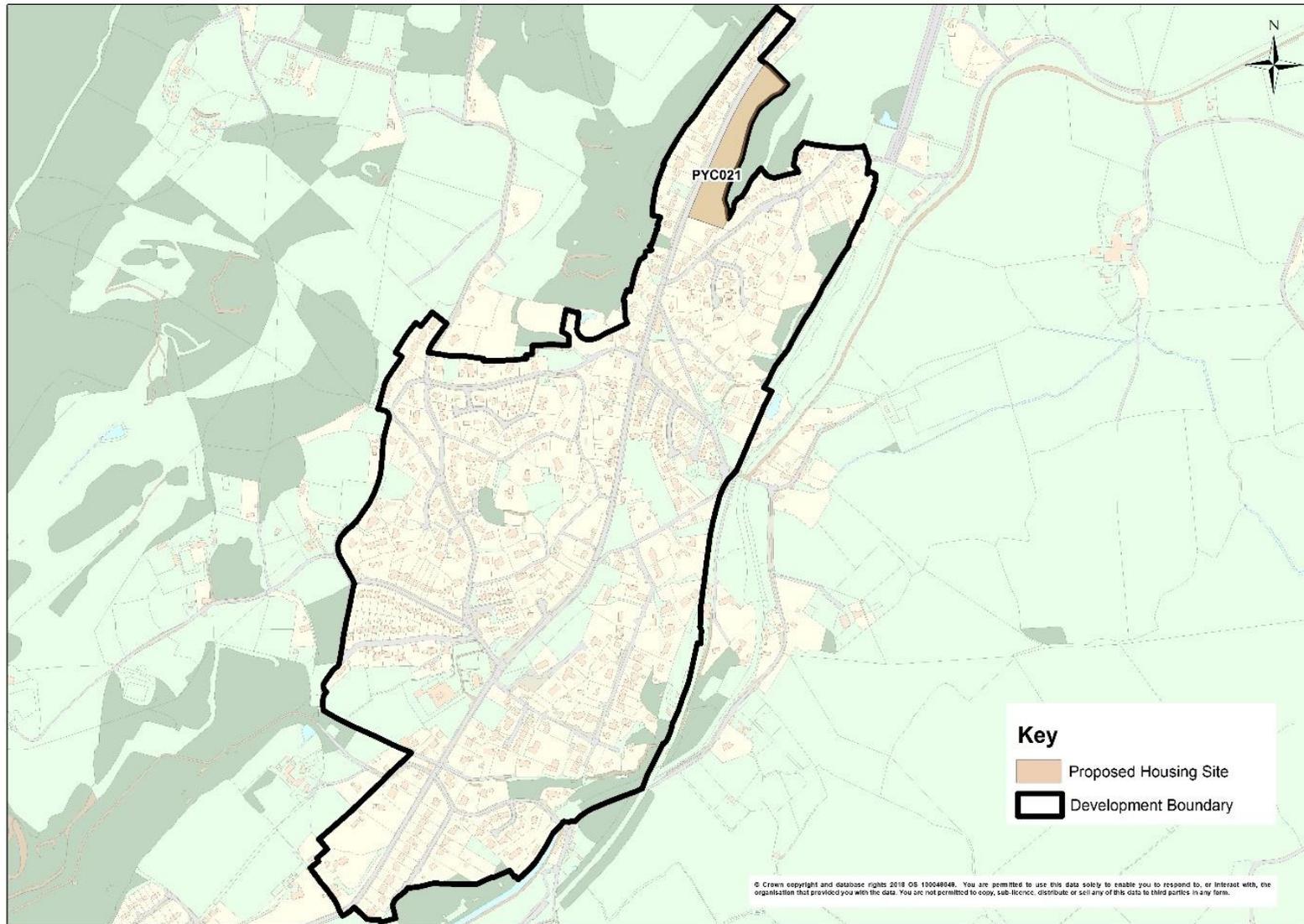
	Number of Dwellings
Preferred dwelling guideline 2016-2036	70
Dwellings completed in 2016-17*	1
Dwellings committed as at 31 st March 2017*	17
Remaining dwelling requirement to be identified	52
Dwellings to be allocated	45
Balance/Windfall allowance**	7

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocation

17.46. The map below identifies the location of the preferred allocation and the proposed development boundary for Pant:



17.47. The table below provides information on the preferred allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
PYC021	Land at Penygarreg Lane, Pant	1.89	45 dwellings	Subject to appropriate access and measures to provide a parking solution for the village shop opposite. Development should contribute to mitigation of the impact of parking associated with the nearby shop.

Ruyton XI Towns

17.48. Ruyton is a large village south-east of Oswestry which benefits from a range of local services and facilities and is already identified as a Community Hub in the adopted SAMDev Plan. Average completions have amounted to 4 homes per year during the period 2006-2016. The annual build rate required over the Local Plan Review period is higher at around 6 homes per year, but this is considered to be achievable. Currently a Parish Plan is in place however this dates from 2007/08.

17.49. Critical infrastructure investment priorities include waste water treatment infrastructure.

Development Strategy

17.50. Over the period to 2036, around 103 homes will be provided to supplement existing committed sites. This will provide an opportunity to redevelop a long-standing brownfield site within the development boundary to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements. The delivery of this growth will be secured through the allocation of a single site for around 65 homes, together with the development of infill development within the development boundary. Also, exception sites, including cross-subsidy exceptions sites in appropriate locations outside the development boundary will be supported where these help to deliver housing which meets local needs. Relevant supporting studies should be undertaken and their recommendations implemented.

Summary of residential requirements

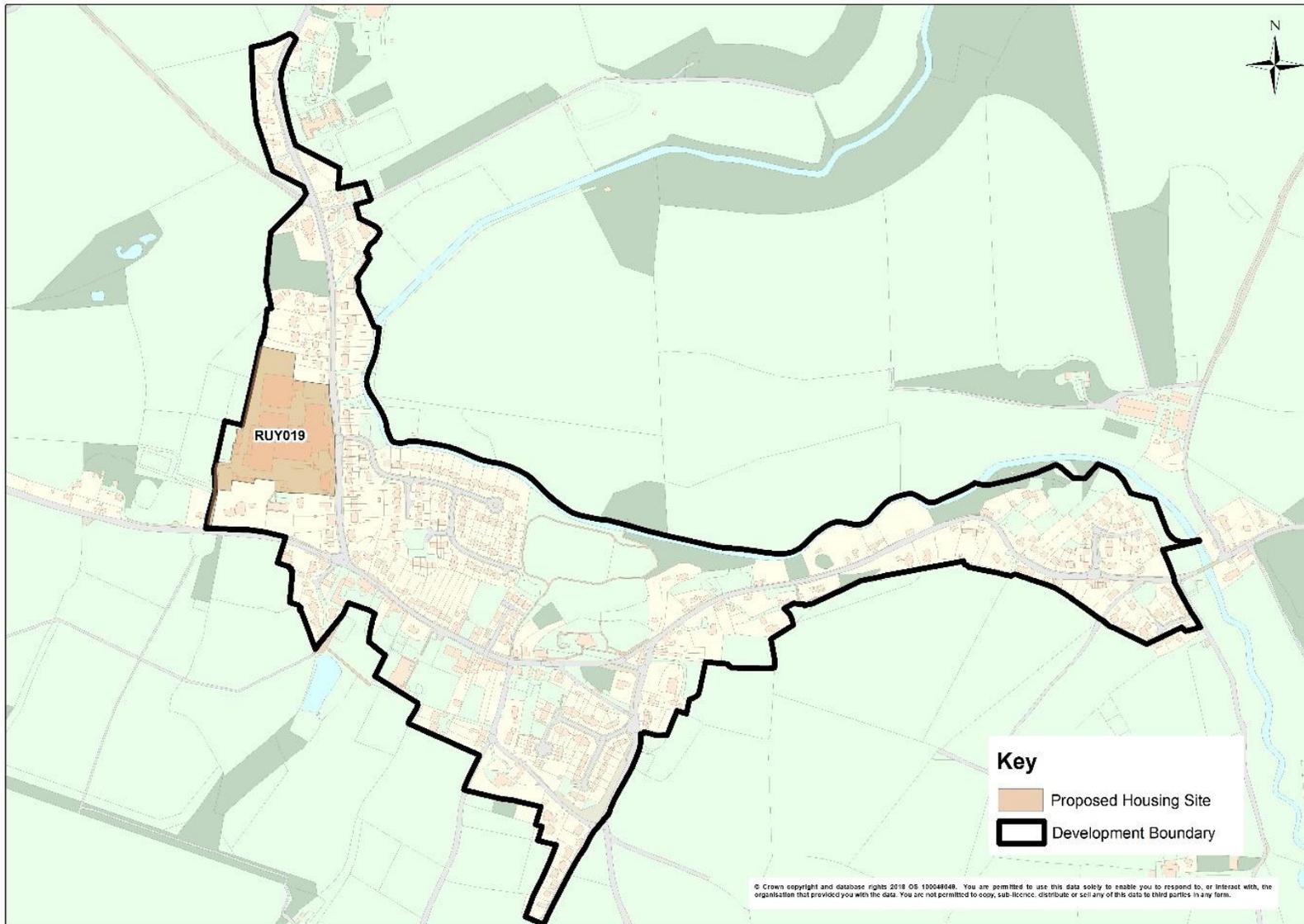
	Number of Dwellings
Preferred dwelling guideline 2016-2036	125
Dwellings completed in 2016-17*	8
Dwellings committed as at 31 st March 2017*	14
Remaining dwelling requirement to be identified	103
Dwellings to be allocated	65
Balance/Windfall allowance**	38

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocation

17.51. The map below identifies the location of the preferred allocation and the proposed development boundary for Ruyton XI Towns:



17.52. The table below provides information on the preferred allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
RUY019	Former Dairy Site, School Road, Ruyton XI Towns	2.26	65 dwellings	Site should be masterplanned to achieve a high-quality design and layout. Potential for interpretation of heritage features on the site through this process. Contributions to wider heritage features elsewhere in the settlement may also be appropriate (especially Ruyton Castle Scheduled Monument).

St Martins

17.53. St Martins is a large village north-east of Oswestry which benefits from a range of local services and facilities and is already identified as a Community Hub in the adopted SAMDev Plan. There is a high level of housing completions and commitments. Average completions amount to 9 homes per year during the period 2006-2016. The annual build rate required over the Local Plan Review period is higher at around 20 homes per year, but this is considered to be achievable with site allocations providing for around 95 dwellings.

17.54. The existing exception scheme at Bower Farm has recently helped to address the need for more affordable housing and there is potential for further development of a similar kind in this area.

17.55. Critical infrastructure investment priorities include waste water treatment infrastructure and additional sport and recreation facilities.

Development Strategy

17.56. Over the period to 2036, around 136 additional homes will be provided to supplement the existing committed sites. This will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements. The delivery of this growth will be secured through the allocation of a single site for around 60 homes, together with the development of exception sites, including cross-subsidy schemes. Exception sites in appropriate locations outside the Development Boundary which will be supported where these help to deliver housing which meets local needs. Relevant supporting studies should be undertaken and their recommendations implemented.

Summary of residential requirements

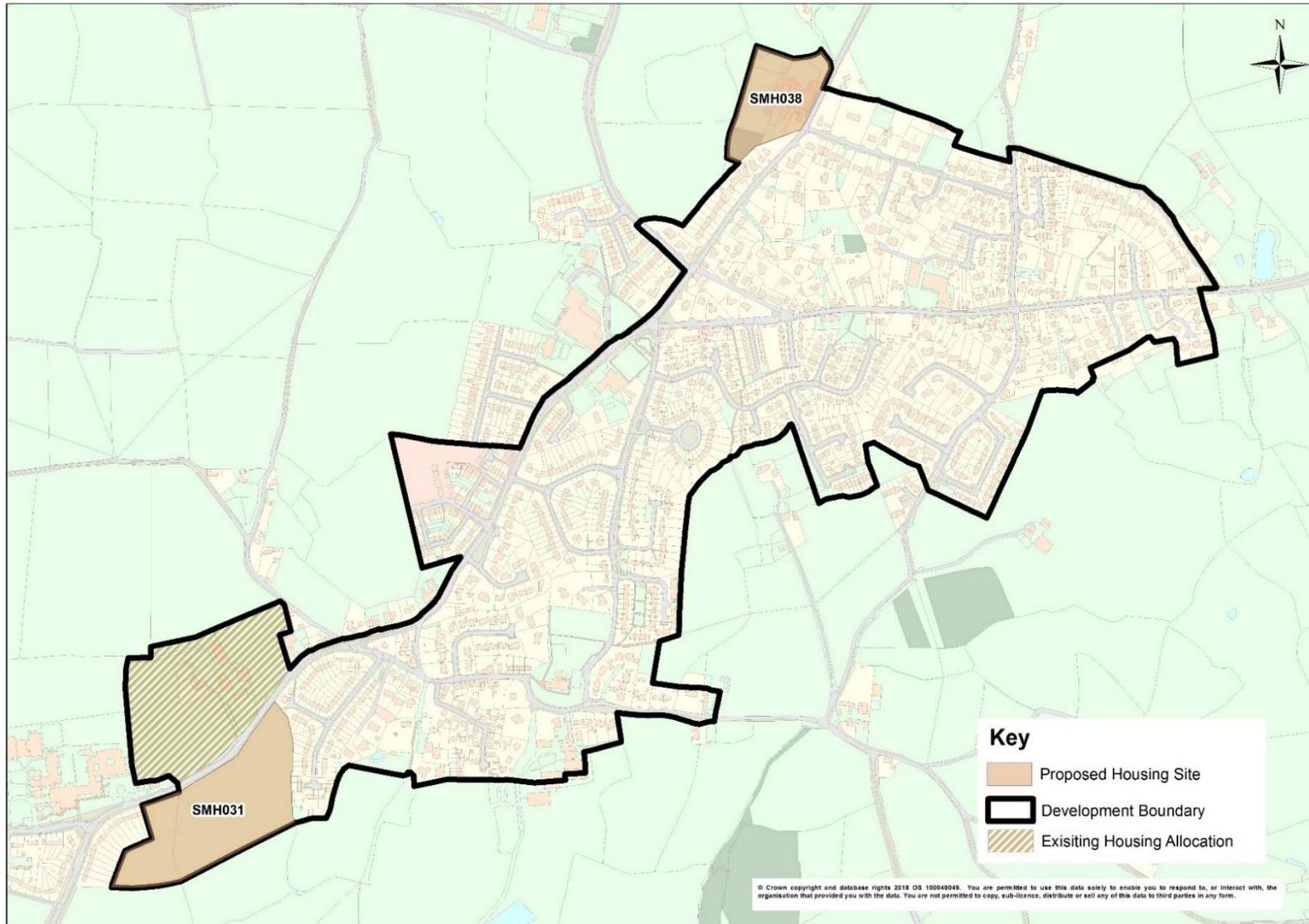
	Number of Dwellings
Preferred dwelling guideline 2016-2036	355
Dwellings completed in 2016-17*	44
Dwellings committed as at 31 st March 2017*	175
Remaining dwelling requirement to be identified	136
Dwellings to be allocated	95
Balance/Windfall allowance**	41

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocations

17.57. The map below identifies the location of the preferred allocations and the proposed development boundary for St Martins:



17.58. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
SMH031	Land east of Moors Bank, St Martins	2	60 dwellings	2Ha within larger 3.3Ha site to match depth of adjacent development.
SMH038	Former Ifton Heath Primary School, St Martins	1.49	35 dwellings	Development following appropriate relocation of existing site occupants. Subject to suitable access and provision of appropriate level of open space. The scheme design should complement the site setting and reflect outcome of ecological and heritage assessments.

Trefonen

17.59. Trefonen is a large village south-west of Oswestry which benefits from a range of local services and facilities. The village was not identified as a location for planned development in the SAMDev Plan and there has therefore been only limited housing growth in the village in the recent past, although there are outstanding commitments for 5 houses. Average completions have been around 2 homes per year during the period 2006-2016. This is similar to the annual build rate required over the Local Plan Review period. Both Shropshire Council's housing register and recent local housing needs survey suggest that there is an unmet local housing need for various types and tenures of housing in the village.

Development Strategy

17.60. Over the period to 2036, modest amounts of additional housing will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements. Available information about local housing need suggests that the greatest need is for affordable and low cost market housing of a range of types and tenures. No site allocations are therefore proposed and it is instead proposed that the housing guideline will be delivered through the development of appropriately located 'cross-subsidy' exception sites. Relevant supporting studies should be undertaken and their recommendations implemented.

Summary of residential requirements

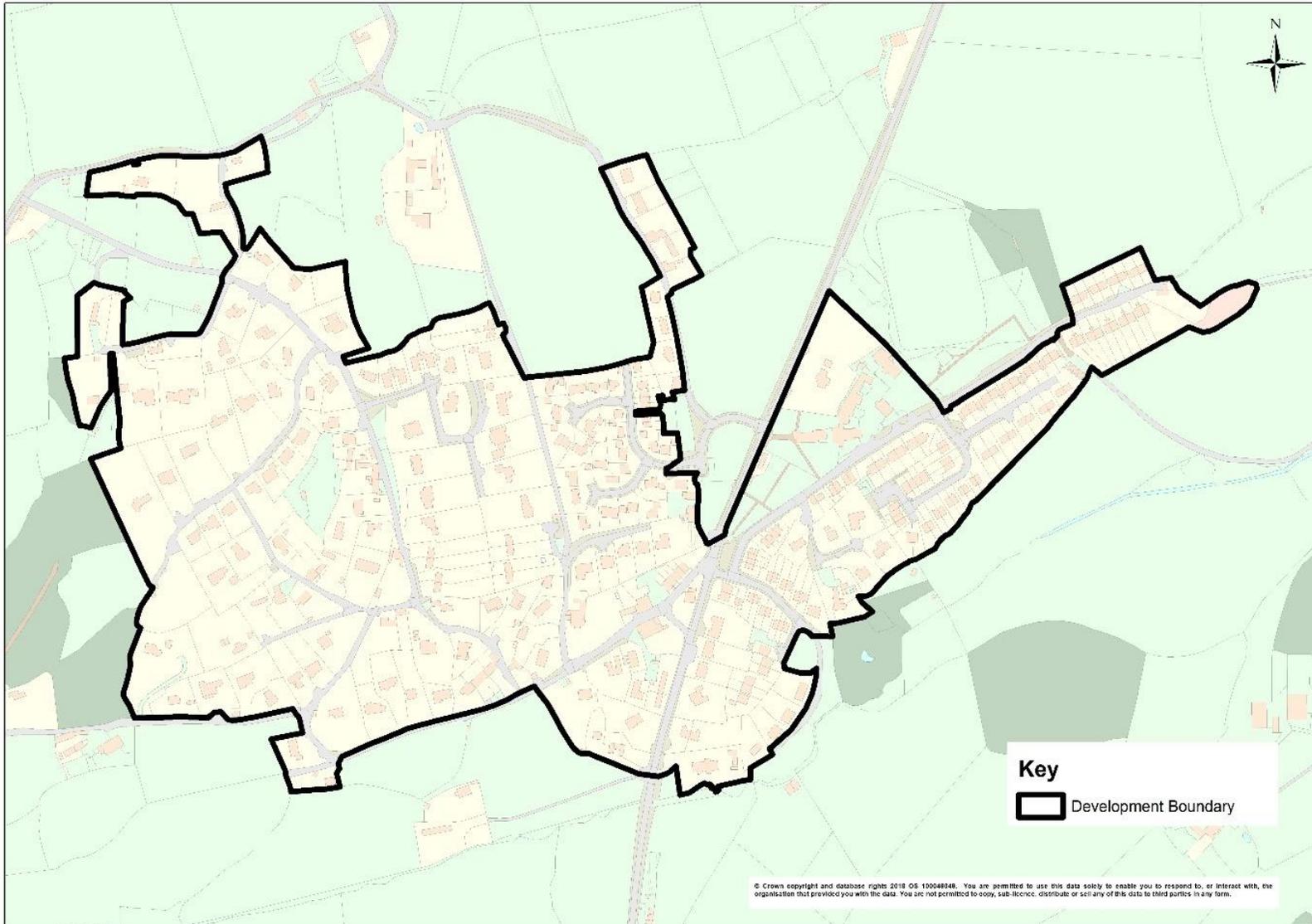
	Number of Dwellings
Preferred dwelling guideline 2016-2036	55
Dwellings completed in 2016-17*	0
Dwellings committed as at 31 st March 2017*	5
Remaining dwelling requirement to be identified	50
Dwellings to be allocated	0
Balance/Windfall allowance**	50

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary

17.61. The map below identifies the location of the proposed development boundary for Trefonen:



West Felton

- 17.62. West Felton is a large village south-east of Oswestry in an accessible location in the A5 corridor which benefits from a range of local services and facilities. The village was not identified as a location for planned development in the SAMDev Plan, but nevertheless has a high level of completions and commitments. Average completions have amounted to around 2 homes per year during the period 2006-2016. The annual build rate required over the Local Plan Review period is higher at around 6 homes per year, but this is considered to be achievable with site allocations providing for around 60 dwellings.
- 17.63. Information about local housing needs assessment may be enhanced through a refresh of the Parish Plan and housing development which helps to meet these identified needs may gain local support. Community development priorities include contributions towards securing additional growth space for the existing primary school and contributions towards maintaining and enhancing the existing recreation space on a formal and permanent basis.
- 17.64. Critical infrastructure investment priorities include expansion of the existing school through developer contributions.

Development Strategy

- 17.65. Over the period to 2036, modest amounts of further housing will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements. Relevant supporting studies should be undertaken and their recommendations implemented.

Summary of residential requirements

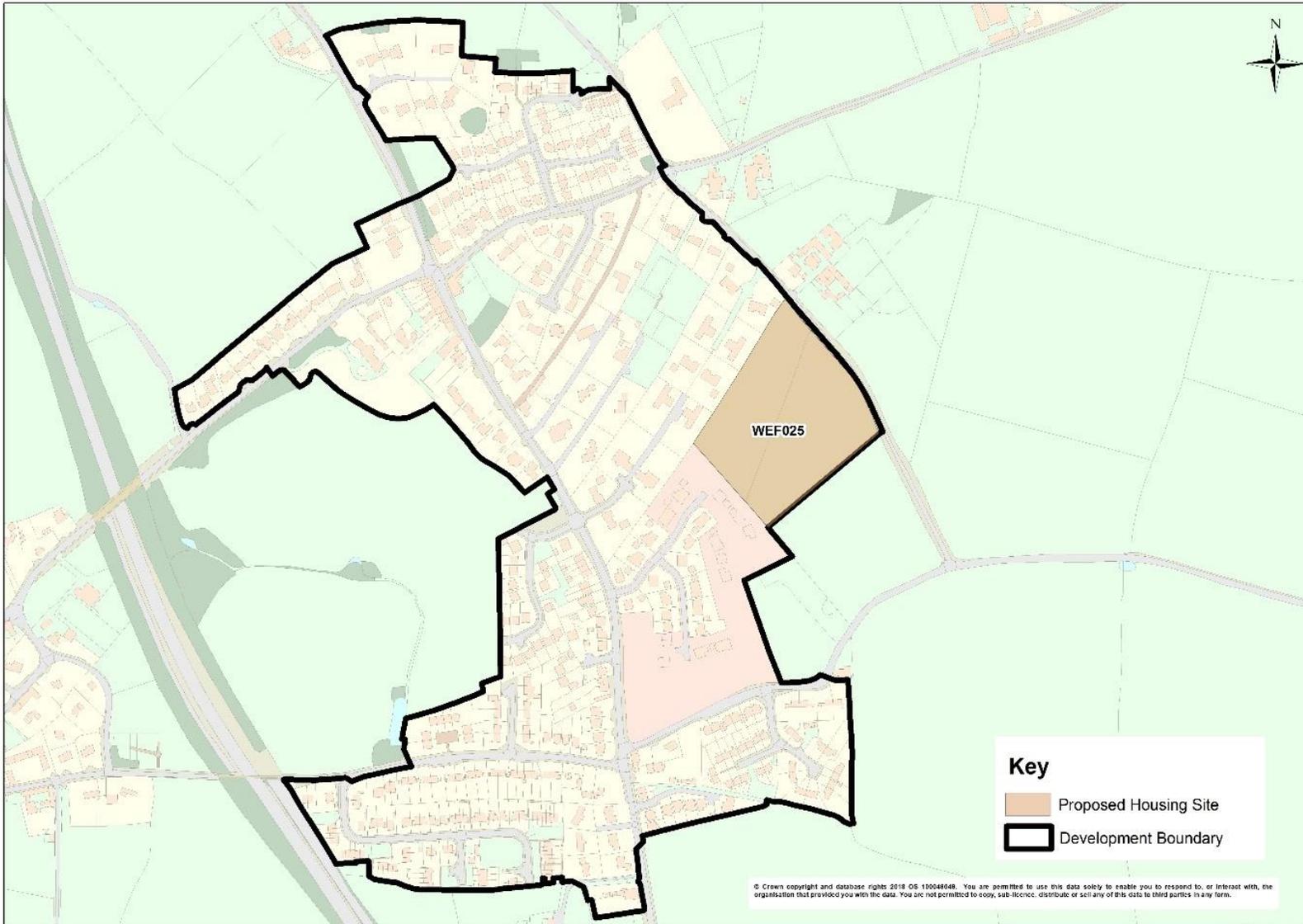
	Number of Dwellings
Preferred dwelling guideline 2016-2036	130
Dwellings completed in 2016-17*	1
Dwellings committed as at 31 st March 2017*	65
Remaining dwelling requirement to be identified	64
Dwellings to be allocated	60
Balance/Windfall allowance**	4

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocation

17.66. The map below identifies the location of the preferred allocation and the proposed development boundary for West Felton:



17.67. The table below provides information on the preferred allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
WEF025	Land at West Felton	2.0	60 dwellings	Secure extended formal and permanent recreation ground on adjacent land in the same ownership

Weston Rhyn

17.68. Weston Rhyn is a large village south-east of Oswestry which benefits from a range of local services and facilities and is already identified as a Community Hub in the adopted SAMDev Plan. Average completions 5 homes per year during the period 2006-2016. The annual build rate required over the Local Plan Review period is higher at around 8 homes per year, but this is considered to be achievable with site allocations providing for around 100 dwellings.

Development Strategy

17.69. Over the period to 2036, modest amounts of further housing will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements. There are issues along Station Road with the volume of cars and parking, particularly as there is a primary school on this road. There are further parking issues at the junction at High Street, Bronygarth Road and Vicarage Lane. Relevant supporting studies should be undertaken and their recommendations implemented. Therefore schemes with ample parking would be more suitable given the existing issues within the village.

Summary of residential requirements

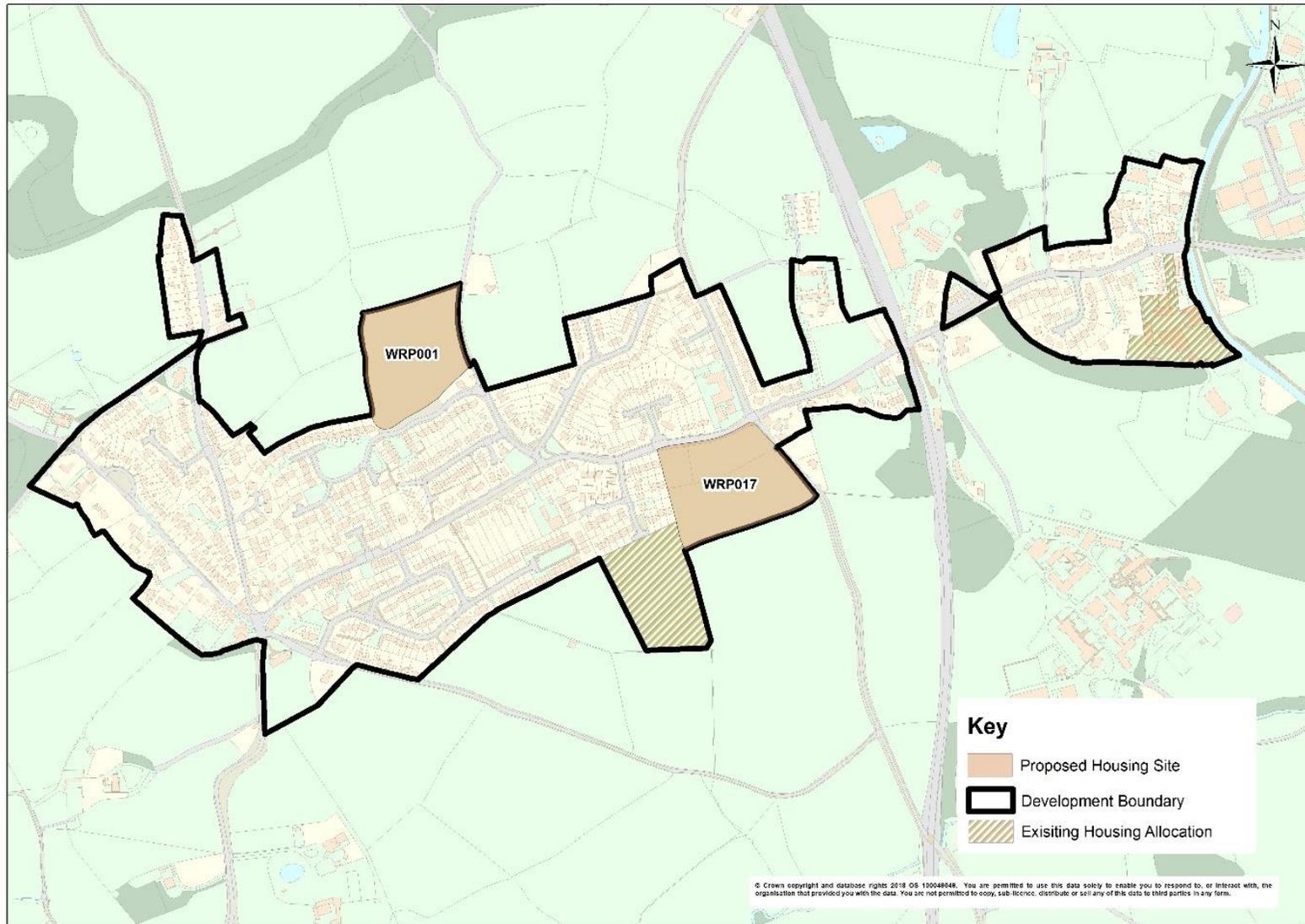
	Number of Dwellings
Preferred dwelling guideline 2016-2036	155
Dwellings completed in 2016-17*	8
Dwellings committed as at 31 st March 2017*	46
Remaining dwelling requirement to be identified	101
Dwellings to be allocated	100
Balance/Windfall allowance**	1

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocations

17.70. The map below identifies the location of the preferred allocations and the proposed development boundary for Weston Rhyn:



17.71. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
WRP017	Land off Station Road, Weston Rhyn	1.4	40 dwellings	Subject to the relocation of the existing school playing fields within the site and the provision of improved parking facilities for the school.
WRP001 (western part)	Land off Trehowell Lane, Weston Rhyn	2	60 dwellings	Subject to the provision of a suitable access and protection of the amenity of neighbouring residents.

Whittington

17.72. Whittington is a large village north-east of Oswestry which benefits from a range of local services and facilities and is already identified as a Community Hub in the adopted SAMDev Plan. Average completions 2 homes per year during the period 2006-2016. The annual build rate required over the Local Plan Review period is higher at around 5 homes per year, but this is considered to be achievable with site allocations providing for around 70 dwellings.

17.73. Identified infrastructure investment priorities include: the implementation of some traffic calming measures on B5009 from Shrewsbury if development occurs in this area and improvements to the local availability of facilities for younger people.

Development Strategy

17.74. Over the period to 2036, modest amounts of further housing will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements. Relevant supporting studies should be undertaken and their recommendations implemented.

Summary of residential requirements

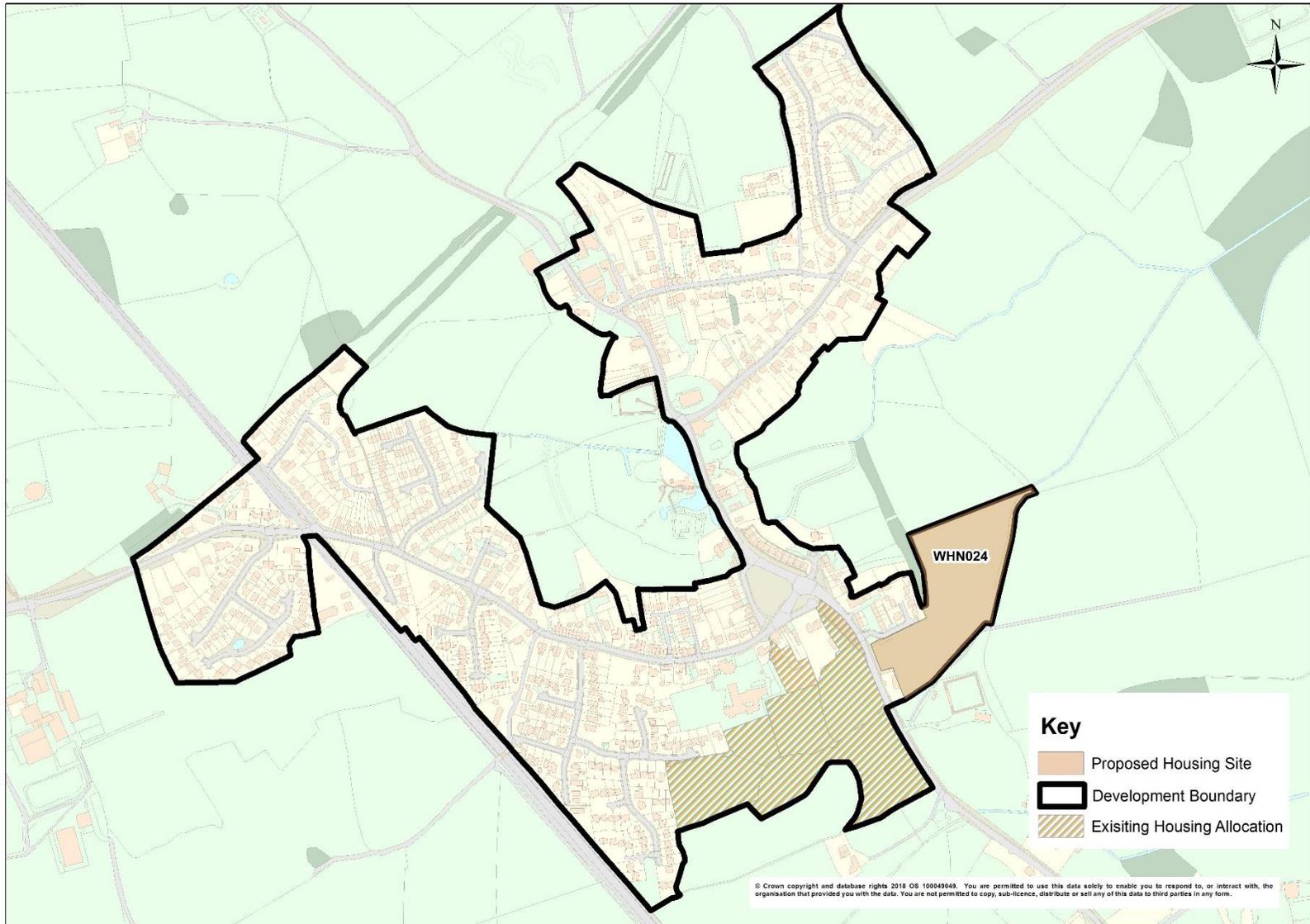
	Number of Dwellings
Preferred dwelling guideline 2016-2036	200
Dwellings completed in 2016-17*	16
Dwellings committed as at 31 st March 2017*	95
Remaining dwelling requirement to be identified	89
Dwellings to be allocated	70
Balance/Windfall allowance**	19

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocation

17.75. The map below identifies the location of the preferred allocation and the proposed development boundary for Whittington:



17.76. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
WHN024	Land off Donnett Close, Whittington	2.5 within 5.41Ha site	70 dwellings	Subject to suitable access via Donnett Close. High quality design and layout required. Any habitats on the site should be retained. Site should bring forward necessary traffic calming on the B5009 from Shrewsbury (potentially through provision of a mini-roundabout and associated features).

Community Clusters

17.77. The identification of Community Clusters will primarily be based on the aspirations of those communities, as expressed by their Parish Council(s)/Parish Meeting(s). Regard will also be given to the Local Plan Review evidence base and the views expressed by promoters of sites, residents and other stakeholders.

17.78. Based on the responses received during previous stages of consultation on the Local Plan Review, the following Community Clusters are proposed to be designated in the Oswestry Place Plan area:

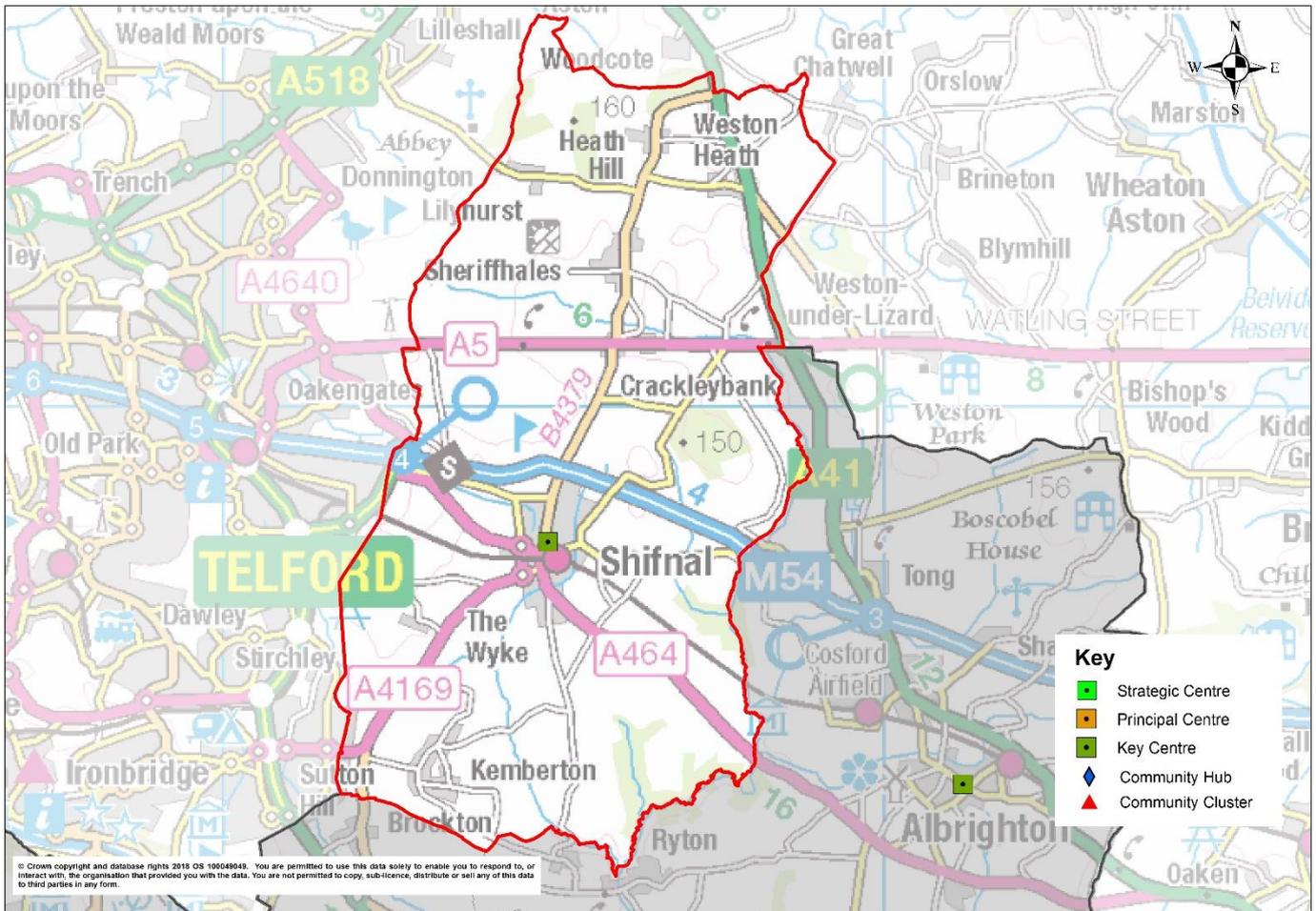
- Maesbrook, Dovaston and Knockin Heath
- Llanyblodwel, Porthywaen Dolgoch, Llyncllys and Bryn Melyn
- Park Hall, Hindford, Babbinswood and Lower Frankton
- Selattyn, Upper/Middle/Lower Hengoed and Pant Glas
- Rhoswel, Wern and Chirk Bank

17.79. Within Community Clusters, it is proposed that a criteria based policy will manage development. A draft of this policy was provided within the previous Preferred Scale and Distribution of Development Consultation Document, available to view at:

<https://shropshire.gov.uk/media/7632/preferred-options-consultation-final.pdf>

18. Shifnal Place Plan Area

18.1. The Shifnal Place Plan Area is located in east Shropshire and contains part of the M54 corridor which links Shrewsbury and Telford to the West Midlands conurbation. The Place Plan area is almost completely bounded by the Shropshire border abutting with Telford and Wrekin Borough (west and extending into the adjacent County of Staffordshire (north) The Place Plan area is relatively small in comparison with other areas and only comprises the town of Shifnal with a few small villages and hamlets.



Settlement Type	Settlement Name
Key Centre:	Shifnal
Community Hubs:	N/A
Community Clusters:	N/A

18.2. If your village is not included in the list of proposed Community Hubs or Community Clusters above, then this means that it will be 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies.

Key Centre: Shifnal

- 18.3. Shifnal (2016 population 6,991) is the largest 'key centre' in Shropshire and acts as the primary service centre for both its resident population and a sizeable area of the northern Green Belt, across the east of Shropshire. Located at the junction of the A464, the A4169 and the B4379, on the rail line between Shrewsbury to Birmingham, the town is within easy commuting distance of Shrewsbury, Telford, Stafford, Wolverhampton, the Black Country and Birmingham.
- 18.4. In the context of regional policy, Shifnal was not a preferred location for development even though the role, function and accessibility of the settlement were attractive to the market. The removal of regional policy and the preparation of the Core Strategy (2011) and SAMDev Plan (2015) allowed the market demand for development in Shifnal to be expressed at least in terms of housing development. The town currently has housing commitments exceeding 1,600 dwellings and this scale and pattern of growth would lead Shifnal to function solely as a commuter settlement.
- 18.5. Employment opportunities in Shifnal are limited both in terms of the availability of land and premises for business investment and the quality of the employment being offered, with a few notable exceptions. Although the SAMDev Plan made some provision of employment land, the previous supply of employment sites in the town was significantly depleted by the resurgence of housing development. The remaining principal employment site at Shifnal Industrial Estate is still operating but affected by a number of significant issues including the size of the site, its containment within the Green Belt, the density of businesses, the effect of lower quality recycling operations, the ageing infrastructure and the complexities of managing the site. The town is therefore in need of new employment land to both replenish the supply of employment land available for investment and to rebalance employment opportunities in relation to the much higher growth in new housing and the working age population of the town.
- 18.6. Shifnal has two particular structural problems that have spatial implications for the growth of the town. Shifnal lies across the rising land in the catchment of the River Worfe fed by the Wesley Brook lying on the south-west edge of the town. The disposition of development across the catchment may affect drainage towards the Brook and so development likely to significantly increase surface water flow is better located to the south and west of the town.
- 18.7. Lying at the junction of several key road routes through east Shropshire, Shifnal accommodates two strategic junctions at 'Five Ways' to the west (A464 / A4169 / B4379) and the town centre junction of Victoria Road (A464) with Bradford Street/Broadway (B4379) and Aston Street/Stanton Road (A41 / M54 Junction 3 link). These junctions receive significant through traffic using Shifnal as a strategic navigation point and local traffic accessing different neighbourhoods in the town. Traffic volumes and pressures on the two junctions place them in need of improvement and the Shifnal Integrated Transport Scheme is expected to propose a regeneration scheme for the highway junction in the town centre.
- 18.8. The significant constraints at these junctions indicate that development generating significant traffic movements and larger vehicle access is better located to the east of the town. This spatial approach will facilitate access to

the A41/M54 Junction 3 link along Stanton Road to direct traffic away from Five Ways and the town centre junction. Future development in Shifnal should identify and address opportunities to continue to improve these junctions and to reduce traffic pressures.

- 18.9. A detailed profile of the key centre of Shifnal, providing more detailed information about the key local characteristics and issues in the town is available here: <https://shropshire.gov.uk/media/9691/shifnal.pdf>
- 18.10. Identified critical infrastructure priorities for Shifnal include:
- Local and strategic highway improvements considering the Shifnal Transport Model.
 - Waste water treatment and sewerage capacity.
 - Works identified in the surface water management plan for the town.
 - Reinforcement of Shifnal's primary electricity substation.
 - Additional primary school provision and assessment of secondary school provision.
 - A replacement GP surgery.
 - Provision of additional leisure, recreation and amenity facilities.
 - Further information on existing infrastructure constraints and priorities are available within the Shifnal Place Plan.
- 18.11. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.

Development Strategy

- 18.12. Shifnal will act as a Key Centre and contribute towards the strategic growth objectives in the east of the County. It is expected that the market will continue to explore Shifnal as a preferred investment location in the M54 corridor and the demands placed on the town will subject the settlement to significant growth pressures over time.
- 18.13. These pressures create some degree of conflict in relation to two significant considerations affecting the future growth strategy for the town. The strategic location, function, size (as the largest key centre in Shropshire) and accessibility will mean that Shifnal continues to be seen as a suitable growth point with development pressures in the West Midlands continuing to be expressed along the M54 corridor. In contrast, the local view of Shifnal, is the town retains the character and 'feel' of a village and its community largely wish it to remain so. The structural problems created by such matters as the highway and drainage constraints in the town reinforce the wish to remain as a village. However, the structural problems need to be addressed and these solutions are likely to both invite and help to accommodate, significant new growth.
- 18.14. The Local Plan must seek to address these structural problems by securing a sound and responsible strategy for the growth of Shifnal. The primary concern is to secure a better balance between the currently committed scale of housing (still comprising 975 dwellings) and the current deficit in employment land (at only 2 hectares).
- 18.15. The strategy for Shifnal is therefore to provide around 1,500 dwellings and at least 16 hectares of employment development from 2016 to 2036. In the

period 2016-17, 197 dwellings were completed leaving 987 dwellings committed through planning permission, prior approval or site allocations. A further 316 dwellings need to be identified on new housing sites to achieve the housing objectives of the Local Plan Review.

- 18.16. The current upturn in housing completions in Shifnal, since the removal of regional policy, leaves no room for doubt about the delivery of this additional housing. The location and scale of this development is therefore the primary consideration for the Shifnal growth strategy.
- 18.17. Development since the adoption of the SAMDev Plan comprised a series of large, separate, development sites distributed across the town. These have opened new areas of development and extended the footprint of the settlement which has particularly affected Aston Road, Coppice Green Lane and Wolverhampton Road. The approach in the Local Plan Review is to seek new, additional allocations in and around these areas of the town. The objective is to 'place shape' these neighbourhoods by completing the pattern of local development, enclosing the urban form and creating a legible urban edge that strengthens the boundary with the Green Belt.

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	1,500
Dwellings completed in 2016-17*	197
Dwellings committed as at 31 st March 2017*	987
Remaining dwelling requirement to be identified	316
Dwellings to be allocated	180
Balance/Windfall allowance**	136

**Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.*

- 18.18. To deliver a level of employment growth in balance with the anticipated level of new housing, it is proposed to deliver 16 hectares of developed employment land over the revised Plan period. This aspiration is based on two key assumptions about employment development in Shropshire that employment land is developed to finished floorspace at 40% of the total land area. Secondly, commercial buildings are largely developed as single storey properties.
- 18.19. At 1st April 2017, there were only 2 hectares of land committed as a site allocation and therefore, at least 14 hectares of additional employment land would need to be identified to move towards a balanced approach to the Shifnal growth strategy. To deliver this scale of built (or net) development would generate a need to identify significant additional employment land above the 16 hectares that needs to be developed. The employment land release would then be capable of providing sufficient new employment to balance with the scale of new housing being delivered in the town. The overall provision of new employment land to achieve this outcome would be around 40 hectares of land.
- 18.20. This provision must address the structural problems affecting Shifnal (particularly highway and drainage constraints and the demand for new housing land) which serve to constrain the choice of location for employment

development. These structural issues dictate a key conclusion about the disposition of employment development that generates significant traffic movements and requires access for larger vehicles. In Shifnal, these employment land uses are better located to the east of the town.

18.21. These considerations and the need to realise the delivery of 16 hectares of (net) developed employment land have influenced the scale of employment land being released, the selection of the employment allocations and the decision to release all of this employment land through the current Local Plan Review.

18.22. The Council also recognises the important contribution the landowner and their development partners will make to the future of Shifnal, in bringing this land forward for employment development in an expeditious manner.

Summary of employment land requirements

	Employment Land (Ha)
Preferred employment land guideline 2016-2036	16
Additional provision to address local circumstances	24
Commitments and allocations as at 31 st March 2017*	2
Employment land shortfall	38
Employment land to be allocated	38
Balance/Windfall allowance**	0

* *Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall development.*

18.23. The proposed pattern of future development sites in Shifnal recognises the existing topographical, hydrological, landscape and infrastructure constraints and opportunities in the town.

18.24. It is recognised that the potential for larger infill development and small infill additions to the town have largely been captured through the SAMDev Plan. Many of these sites still contribute to the committed housing supply and so, the Local Plan Review process is only required to identify a relatively small amount of new housing land.

18.25. There also remains around the town, some significant areas of safeguarded land, however, these form, single, separate development opportunities and reflect the current dispersed pattern of development in the town. Consequently, the remaining safeguarded sites to the east and south-east of the town do not provide opportunities to meet future development needs in a manner that individually or collectively would address the structural constraints in the town. Further, the safeguarded land along Coppice Green Lane has been brought inside the development boundary reflecting the current housing development to the north and the use of the remaining land by Shifnal Town Football Club, Idsall School and Shifnal Primary School. This change presents an opportunity for this former safeguarded land to meet additional needs in the town should acceptable proposals be brought forward for the land. Safeguarded land to the north of the town is also being considered for exceptional housing development to meet the community's current need for affordable and low cost housing.

18.26. The Local Plan Review does however, incorporate a strategic Green Belt Review which provides the potential for further releases of Green Belt land in

'exceptional circumstances'. The Local Plan Review therefore provides another opportunity to plan for the long term sustainable development of Shifnal through the planned release of strategically located Green Belt land.

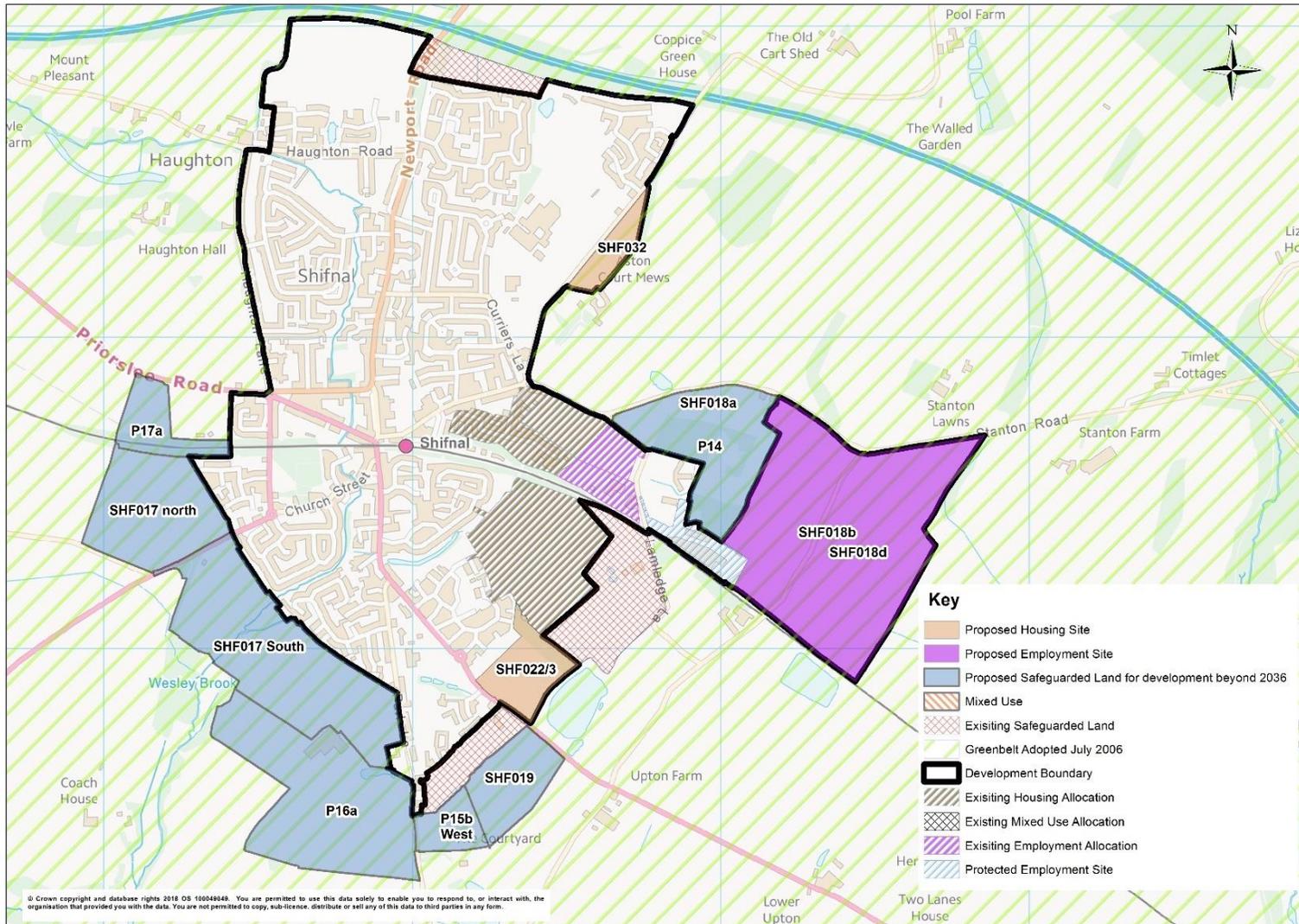
Green Belt Land Releases

- 18.27. Shropshire Council considers that a number of these Green Belt sites, promoted through the Local Plan Review, may be used to provide strategic opportunities to meet the longer term development needs of Shifnal. It is considered that these strategic opportunities may be used to address the structural constraints affecting the function and operation of Shifnal and to improve its strategic physical, social and economic infrastructure.
- 18.28. To realise the potential of these promoted sites it is necessary to consider releasing some significant land parcels from the Green Belt. In the case of the employment land releases, to consider the early release of all this Green Belt land for development rather than safeguarding it for a future Local Plan.
- 18.29. These land releases respond to the strategic directions for growth based on the preferences for housing development to the south and west of the town and employment development to the east of the town. The matter of employment land releases is addressed in the preferred allocations. These land releases are recognised as causing moderate-high harm to the Green Belt, but they serve to redress the deficit of employment land in Shifnal.
- 18.30. It is considered that, there is sufficient evidence of 'exceptional circumstances' in Shifnal to justify the further release of land to the south and west of the town to deliver a strategic housing extension capable of creating a new neighbourhood community.
- 18.31. The release of safeguarded land includes Green Belt (comprising sites P17a and SHF017 north) between Shifnal and Telford, individually assessed in the Green Belt Review as causing high harm to the Green Belt, if released. These would however, support a strategic link between the A464 Priorslee Road and the A4169 Bridgnorth Road to redress a significant infrastructure constraint at Five Ways in the west of the town. The remainder of the land released is individually assessed as moderate-high harm (SHF017 south and P16a) or low harm (P15b west and SHF019). These further land releases would support a strategic link between the A4169 Bridgnorth Road and the A464 Wolverhampton Road, and with the land releases to the north, effectively create a by-pass around the town and both its principal highway junctions.
- 18.32. The significance of these land release is recognised but are considered to be justified by the contribution this proposed urban extension can make to the future growth and development of Shifnal, particularly by:
- Deliver a new strategic highway link from the A464 (south) to the A464 (west) intersecting Park Lane, the B4169 and the rail line between parcels SHF017 north and P71a, providing:
 - related highway improvements at Five Ways and Innage Road and
 - creating a one-way gyratory system via the two rail line underpasses at Innage Road and between the safeguarded land releases at P17a and SHF017 north;
 - Provide a range of housing opportunities to meet local needs;
 - Improve access to community facilities and commercial services for existing and new residents of the town;

- Result in a significant net gain in public open space within the town;
 - Significantly improve access to recreational open space and the Green Belt for existing and future residents to achieve improvements to the 'environmental quality and accessibility' of the remaining Green Belt as required by national policy.
- 18.33. Delivery of this planned growth is expected to take place after 2036, beyond the proposed period for the Local Plan Review. It is recognised however, that development pressures are likely to increase in the M54 corridor with increasing demands being placed on the West Midlands from within and beyond the region.
- 18.34. It is therefore, expected that the planning of this new neighbourhood community is likely to occur earlier than 2036 and might possibly be required as part of an earlier review of the Local Plan. The Council will consider the need to bring forward an initial masterplan for this new neighbourhood community during the current Local Plan review.
- 18.35. In Shifnal, there are no opportunities to bring forward alternative proposals of equivalent strategic effect either with or without the release of Green Belt land. Alternative development options have been carefully examined but are considered to be less appropriate due to a range of factors including more significant impacts on the Green Belt, on areas of high landscape value to the north and east of the town, the limited highway capacity of the Aston Street route through the town centre junction, the limited site capacity to deliver sufficient new housing to address likely future needs, the need for new strategic highway links through the town, the benefits of new commercial and community services and the need to create a strong urban boundary to the Green Belt to visually screen the urban development and to avoid any adverse impacts upon the openness of the Green Belt.
- 18.36. This means that alternative land releases, which otherwise would significantly increase the scale of land being safeguarded, do not compare favourably to the land release for the urban extension to the south and east of the town. The preferred land release is expected to provide sufficient economies of scale to deliver the benefits highlighted in support of this proposal.

Proposed Development Boundary, Preferred Site Allocations and Preferred Safeguarded Land

18.37. The map below identifies the location of the preferred allocations, preferred safeguarded land and the proposed development boundary for Shifnal.



18.38. The table below provides information on each of the preferred allocations:

Site Ref:	Site Location	Site Area (Ha)	Approx. Capacity	Site Guidelines
SHF022 & part SHF023	Land north of Wolverhampton Road, Shifnal	3.5	100 dwellings	These two sites should ideally be developed together, or the two development sites should have inter-related development schemes. The two sites require a suitable joint highway access to serve both sites and inter-related drainage solutions that remediate for surface water issues on SHF023. The two sites both include the significant wooded area of Revell's Rough which must be appropriately managed within the developments but should address the physical separation of these sites from the further safeguarded land to the north. Other relevant supporting studies should be undertaken particularly transport assessments, ecology, tree and hedgerow surveys, flood risk and drainage with their recommendations clearly reflected in the proposed development scheme. Careful consideration will need to be given to the creation of an effective urban edge to the settlement and the strengthening of the Green Belt boundary adjoining site SHF023.
SHF032	Land east of Coppice Green Lane, Shifnal	2.8	80 dwellings	The development of this site will enclose the urban area of the town and help to better shape the sense of 'place' being created at Coppice Green Lane. The proposed development scheme should take full account of the setting of listed buildings in Aston Hall complex. Careful consideration will also need to be given to the creation of an effective urban edge to the settlement and the strengthening of the Green Belt boundary adjoining the site. Relevant supporting studies should be undertaken particularly transport assessments, ecology, tree and hedgerow surveys, flood risk and drainage with their recommendations clearly reflected in the proposed development scheme.
SHF018b & SHF018d	East of Shifnal Industrial Estate, Upton Lane, Shifnal	40	15 hectares of employment land	The development of these two inter-related sites should significantly change the employment offer within Shifnal. This effect should improve the offer of employment land, commercial premises, business representation and employment in the town. The development of land west of Stanton Road should also address its functional relationship with Shifnal Industrial Estate and Lamledge Lane beyond. The sites should be serviced from the A41 / M54 Junction 3 link along Stanton Road and should not direct commercial traffic into the town particularly along Aston Road and into the town centre junction. The two sites require a

Site Ref:	Site Location	Site Area (Ha)	Approx. Capacity	Site Guidelines
				highway access and improvements to Stanton Road and improvements to Upton Lane running between the two sites. The development should create a high quality, campus style employment development on the edge of the town that takes full account of the need to enclose the built form within the sensitive landscape to the east of Shifnal both within the development itself and around any essential off-site infrastructure works required to service the development. Careful consideration will also need to be given to the creation of an effective urban edge to the settlement and the strengthening of the Green Belt boundary adjoining the site.

18.39. The table below provides information on each of the preferred areas of safeguarded land:

Preferred Land Safeguarded for Future Development Beyond 2036			
Site Reference	Site Location	Site Area (ha)	Site Guidelines
SHF019	South-East	10	Land safeguarded for new housing, commercial and community services and facilities, providing a new strategic highway link from the A464 (south) to the A464 (west) intersecting Park Lane, the B4169 and the rail line between parcels SHF017 north and P71a, with related highway improvements at Five Ways and Innage Road, creating a one way gyratory system via the rail line underpasses at Innage Road and between parcels SHF017 north and P71a
P15b west	South-East	3	
P16a	South	22	
SHF017 south	South-West	36	
SHF017 north	West		
P17a	West	3	
SHF018a	East	4.5	Safeguarded for mixed commercial and employment uses.
P14	East	10	Safeguarded for employment use.

Community Hubs

18.40. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements Document:

www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf

18.41. No Community Hubs have been identified within the Shifnal Place Plan area.

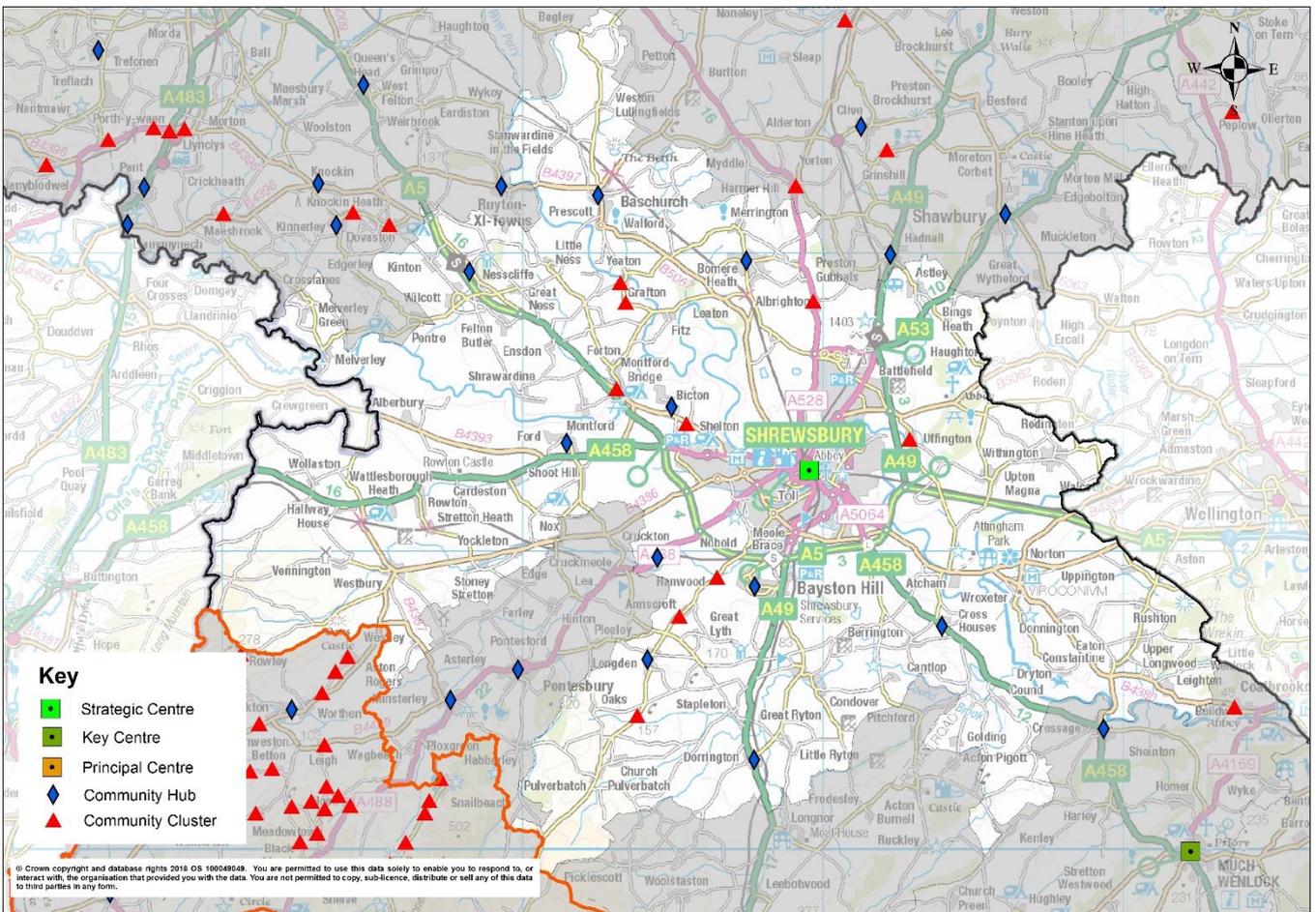
Community Clusters

18.42. Within Community Clusters, it is proposed that a criteria based policy will manage development. A draft of this policy was provided within the previous Preferred Scale and Distribution of Development Consultation Document, available to view at:

<https://shropshire.gov.uk/media/7632/preferred-options-consultation-final.pdf>

19. Shrewsbury Place Plan Area

19.1. The Shrewsbury Place Plan Area is in central Shropshire. The Place Plan area contains the Strategic Centre of Shrewsbury; the proposed Community Hubs of Baschurch, Bayston Hill, Bickton, Bomere Heath, Cross Houses, Dorrington, Ford, Hanwood, Longden, Minsterley, Nesscliffe and Pontesbury; and numerous smaller villages and hamlets, many of which have opted in as parts of Community Clusters.



Settlement Type	Name
Strategic Centre:	Shrewsbury
Community Hubs:	<ul style="list-style-type: none"> Baschurch Bayston Hill Bickton Bomere Heath Cross Houses Dorrington Ford Hanwood Longden Nesscliffe
Community Clusters:	<ul style="list-style-type: none"> Albrighton Four Crosses area

Settlement Type	Name
	<ul style="list-style-type: none"> • Grafton and Newbanks • Hook-a-gate, Annscroft and Longden Common • Montford Bridge West • Uffington

19.2. If your village is not included in the list of proposed Community Hubs or Community Clusters above, then this means that it will be 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies.

Strategic Centre: Shrewsbury

Development Strategy

19.3. Shrewsbury will continue to act as the County's Strategic Centre, and will therefore have a particularly important role in supporting the County's housing and economic growth aspirations to 2036.

19.4. Having taken into account existing development commitments the Council considers there is a need to deliver the following additional levels of growth up to 2036:

- Housing: 3,645 dwellings (gross guideline including commitments is 8,625 dwellings).
- Employment: 50 hectares (gross guideline including commitments is 91 hectares).

19.5. The Local Plan will support achievement of these development guidelines by:

- Releasing significant areas of new land for development on the edge of the town;
- Utilising opportunities to redevelop existing development sites, particularly in the and around the town centre;
- Ensuring that new development is sustainable and responds to opportunities to deliver enhancements to design quality, green infrastructure and enhancing connectivity and movement.

19.6. The Local Plan Review will set the scale of growth for the town and identify site allocations to support delivery. However, a number of things will influence the development strategy, in particular the final version of the Shrewsbury Big Town Plan prepared to support the aspirations of Shrewsbury Town Council, Shrewsbury's Business Improvement District (BID) and Shropshire Council. Whilst not a formal part of the Development Plan, the Big Town Plan has established a compelling and challenging shared vision and development framework for the town, and will act as part of the evidence base in the ongoing preparation of the Local Plan Review.

19.7. At the heart of the Big Town Plan is the aspiration for the town to achieve balanced growth. This means providing greater encouragement to deliver housing and commercial development in and around the town centre to complement the delivery of new development on the edge of the town. This aspiration responds directly to the need to enhance physical connectivity between places and to re-think the role of town centres, particularly in the light of changes to the retail sector.

- 19.8. It is important that the development strategy for Shrewsbury provides flexibility to deliver the aspirations of the Big Town Plan’s balanced growth approach. It is therefore considered appropriate to allow for a ‘windfall’ allowance of around 40% of the total additional land required, to be delivered on sites within the town’s development boundary, including within and on the edge of the town centre. This equates to the delivery of around 1,500 dwellings over the plan period to 2036. This will be supplemented by the delivery of around 60% of new development on sites on the edge of the town.
- 19.9. In support of the windfall allowance, the Council’s evidence contained in the Strategic Land Availability Assessment (SLAA) identifies a range of likely development opportunities within the existing development boundary. In addition, it is considered other significant redevelopment opportunities are likely to come forward within the plan period, including sites within and on the edge of the town centre, especially as the key priorities of the Big Town Plan are delivered.
- 19.10. The table and map below identify the Council’s preferred site allocations. Together these sites have the potential to accommodate around 2,150 dwellings. The Development Guidelines proposed provide further information on how these sites can be developed in a sustainable manner, but at this stage are not exhaustive.
- 19.11. It is acknowledged the scale of growth proposed on the western side of town is significant. It is therefore proposed that ahead of the formal submission of the Plan later in 2019 a comprehensive traffic modelling exercise will be undertaken to identify likely strategic improvements required to the local and strategic highway network. This will be carried out in discussions with Highways England.

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	8,625
Dwellings completed in 2016-17*	733
Dwellings committed as at 31 st March 2017*	4,246
Remaining dwelling requirement to be identified	3,646
Dwellings to be allocated	2,150
Balance/Windfall allowance**	1,496

**Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.*

Summary of employment land requirements

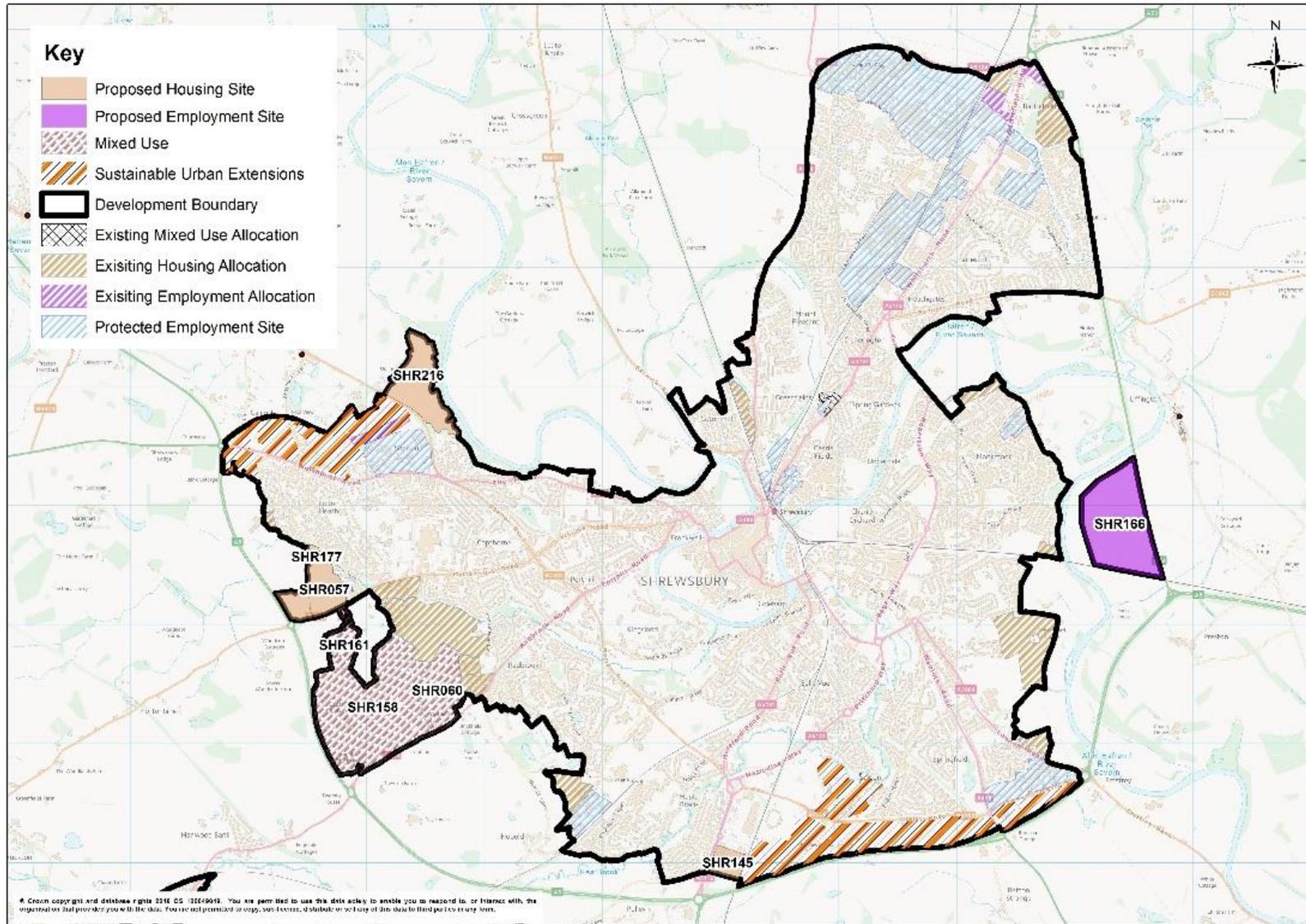
	Employment Land (Ha)
Preferred employment land guideline 2016-2036	91
Commitments and allocations as at 31 st March 2017*	41
Employment land shortfall	50
Employment land to be allocated	65
Balance/Windfall allowance**	0

**Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall development.*

Proposed Development Boundary and Preferred Site Allocations

19.12. The map below identifies the location of the preferred allocations and the proposed development boundary for Shrewsbury:



19.13. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
SHR158/ (part) SHR060/ SHR161	Land between Mytton Oak Road and Hanwood Road, Shrewsbury	Approx. 40ha (residential) Approx. 20ha (commercial) Approx.35ha (green spaces, community uses, other on-site infrastructure)	1,200 dwellings	<p>This is a significant additional Sustainable Urban Extension (SUE) development opportunity for the town. Development will be progressed in a comprehensively planned way, subject to an agreed masterplan reflecting the objectives of the Big Town Plan. This will include a mix of uses, including substantial residential development, commercial land and potentially additional community, leisure and retail uses, where these would not impact on the viability of the town centre. Due to the scale of the site it is likely delivery will continue beyond 2036 into the next plan period.</p> <p>The total site area of land proposed is around 100 hectares. However, to ensure a suitable balance of development it is considered around 40 hectares will be required for residential purposes (to deliver around 1,200 dwellings) and around 20 hectares will come forward for employment purposes. There are significant opportunities to enhance infrastructure as part of this development. Vehicular access will be served from both Mytton Oak Road and Hanwood Road and will support the creation of a circular link road sufficient to sustain a bus route. Where necessary improvements to the Local and Strategic Road Networks will be funded through the development.</p> <p>Development will support the creation of and enhancements to existing green corridors as part of the Big Town Plan's wider strategy to improve the town's green network. This will also support enhancements to pedestrian and cycle links in this area of town.</p>
SHR057 (part) / SHR177	Land North of Mytton Oak Road, Shrewsbury	Approx. 25ha	500 dwellings	<p>Development to come forward as part of a comprehensive scheme to enable the delivery of sustainable residential development. Vehicular access will be from Mytton Oak Road.</p> <p>Development will be expected to reflect the key objectives of the Big Town Plan. Development will be expected to contribute to the delivery of enhancements to green infrastructure and wherever possible create green linkages with other existing and planned development sites in the west of the town.</p>
SHR216	Land at Holyhead Road, Shrewsbury	Approx. 23ha	300 dwellings	<p>Development to be comprehensively planned, and should be the subject of a masterplan and appropriate phasing.</p> <p>Vehicular access could be provided from an additional arm to the proposed roundabout at the junction of the Oxon Link Road (currently subject to a</p>

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
				<p>planning application) and Holyhead Road. This will require further transport modelling to ensure the design of the proposed roundabout continues to be appropriate. Alternatively, it is considered access could be achieved from Holyhead Road.</p> <p>Whilst residential-led, the site will be expected to support the provision of additional employment land on land adjacent to Holyhead Road.</p> <p>Land to the south of the site to be protected for the delivery of a section of the proposed North-West Relief Road (NWRR). Development will be expected to make an appropriate financial contribution to the development of that section of the proposed NWRR.</p> <p>Development will be expected to contribute to the enhancement of green infrastructure and wherever possible create new green linkages with other existing and planned development sites. Enhancements to the Severn Way Bridleway which bisects the site will be required. Appropriate landscape buffering will be provided, in particular to the north of the site at Spring Coppice and to the east of the site at Shelton Rough adjacent to the River Severn.</p>
SHR145	Land South of Meole Brace Retail Park, Shrewsbury	Approx. 6ha	150 dwellings	<p>Development to provide residential development with the potential for extra care / assisted living facilities.</p> <p>Development to be served by a new access from Hereford Road.</p> <p>Whilst there is a preference to retain an access into the retail park, it is envisaged the current road alignment will be remodelled to avoid 'rat running' and to support an improved road layout.</p>
SHR166	Land to the west of the A49, Shrewsbury	Approx. 45ha	18 hectares of employment land	<p>This site offers the opportunity for a significant new employment area to the east of the town. Access is proposed from the A49, which also provides a defined boundary to the site.</p> <p>It is envisaged this site could be development for a wide range of employment uses including B1, B2 and B8.</p> <p>A small proportion of the site is within Flood Zones 2 and/or 3 and this will need to be considered in the layout and design of development.</p>

Community Hubs

- 19.14. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements Document:
www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf

Baschurch

- 19.15. Baschurch is a large village to the north of Shrewsbury, which benefits from a good range of services and facilities. The village is already identified as a Community Hub in the adopted SAMDev Plan, and as such has experienced several housing schemes over the last few years, as well as having a significant number of planning commitments which will be built out in the next few years. This committed level of growth has been taken into account in setting a new housing guideline figure for the village up to 2036.

Development Strategy

- 19.16. Over the period to 2036, around an additional 88 dwellings will be provided to supplement the existing committed sites. This will provide the opportunity to deliver a range of accommodation types to help meet local housing needs as evidenced through local housing needs surveys.
- 19.17. In considering options for further housing it is considered land to east and west of the village has more potential to encourage greater accessibility to existing services. Two site allocations are therefore proposed to deliver around 55 dwellings. These are detailed on the map and table below. A key development requirement of the delivery of these two schemes will be the enhancement of the existing junction at Shrewsbury Road which is proposed to service both sites. The delivery of BNP024 will also further support the delivery of the proposed replacement medical facility on the adjoining site currently under development.
- 19.18. It is considered the balance of housing can be sustainably delivered over the plan period by infilling, groups of houses and conversions on suitable sites within the development boundary, and on exceptions schemes on appropriate sites on the edge of the village. However, with regard to site BNP024 it is considered there may be an opportunity to develop further west especially if this would enable further community benefit, although at this stage this land is not available for allocation.

Summary of residential requirements

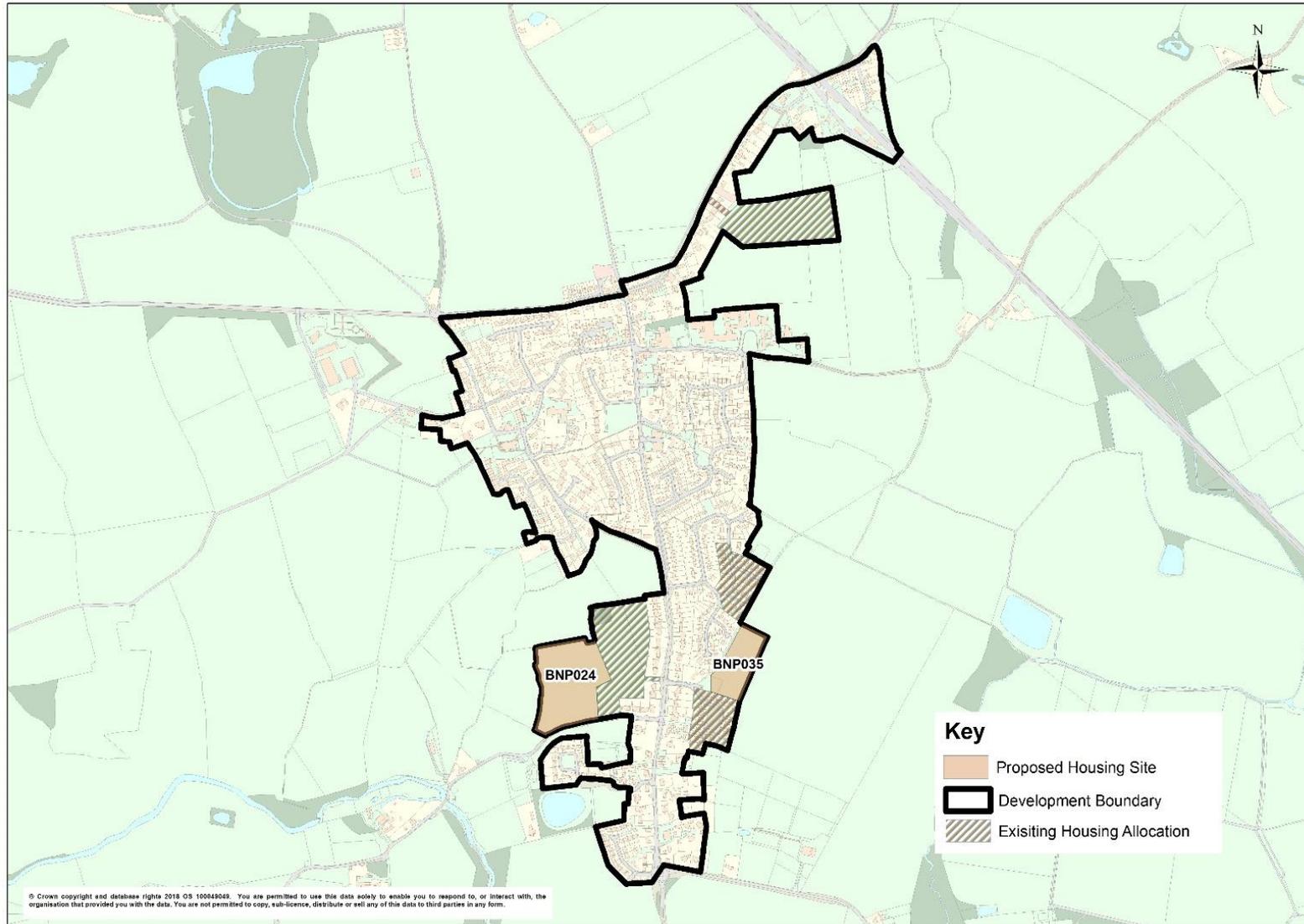
	Number of Dwellings
Preferred dwelling guideline 2016-2036	360
Dwellings completed in 2016-17*	48
Dwellings committed as at 31 st March 2017*	224
Remaining dwelling requirement to be identified	88
Dwellings to be allocated	55
Balance/Windfall allowance**	33

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocations

19.19. The map below identifies the location of the preferred allocations and the proposed development boundary for Baschurch:



19.20. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
BNP024	Land to the west of Shrewsbury Road, Baschurch	3.1	35 dwellings	<p>Development to use the existing vehicular access through the recently developed site off Shrewsbury Road (14/01123/OUT).</p> <p>Site to be developed at a low density and to include significant open space to reflect the character of its 'edge of village' location.</p> <p>Development to further support the delivery of the medical practice on the adjoining land.</p> <p>Enhancements to the main access junction onto Shrewsbury Road will be sought.</p> <p>It is considered there may be a further opportunity to develop land to the west of this site (not currently available) in order to provide a comprehensive scheme.</p>
BNP035	Land to the East of Prescott Fields, Baschurch	1.2	20 dwellings	<p>Development to provide for a low density scheme which will include: the delivery of a firm development edge to the eastern part of the site to ensure development is suitably contained; contribution to local highway improvements in order to secure a safe access.</p>

Bayston Hill

- 19.21. Bayston Hill is a large urban village located to the south of Shrewsbury. Due to the proximity between these settlements, the retention of the Green Gap to the north of Bayston Hill is understood to be a key community priority.
- 19.22. In 2016, Bayston Hill has a population of 5,156 people and there were 2,204 dwellings. The village offers a good range of local services and facilities and also benefits from access to many of the services and facilities available within Shrewsbury.
- 19.23. Bayston Hill is identified as a Community Hub within the current Local Plan and as it is considered to be a sustainable location it has again been identified as a proposed Community Hub within the ongoing Local Plan Review. As such it will have a development boundary to provide certainty for communities and the development industry.
- 19.24. Identified infrastructure priorities for Bayston Hill include:
- Improvements to Stanley Park.
 - Reinforcement of Bayston Hill primary electricity substation.
 - Improvements to the accesses onto the A49.
 - Pedestrian crossings on the A49.
 - Further information on infrastructure constraints and priorities are available within the Shrewsbury Place Plan.
- 19.25. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.

Development Strategy

- 19.26. Over the period from 2016/36 it is proposed that around 200 dwellings are provided, including existing commitments. In 2016/17, 10 dwellings were completed in Bayston Hill and as at the 31st March 2017, a further 19 dwellings were committed. Therefore, a further 171 dwellings will need to be identified on new housing sites to support the housing growth objectives of the Local Plan Review.
- 19.27. This will provide an opportunity to deliver a range of accommodation types to help meet local housing needs, and support investment in community facilities and infrastructure improvements.

Summary of residential requirements

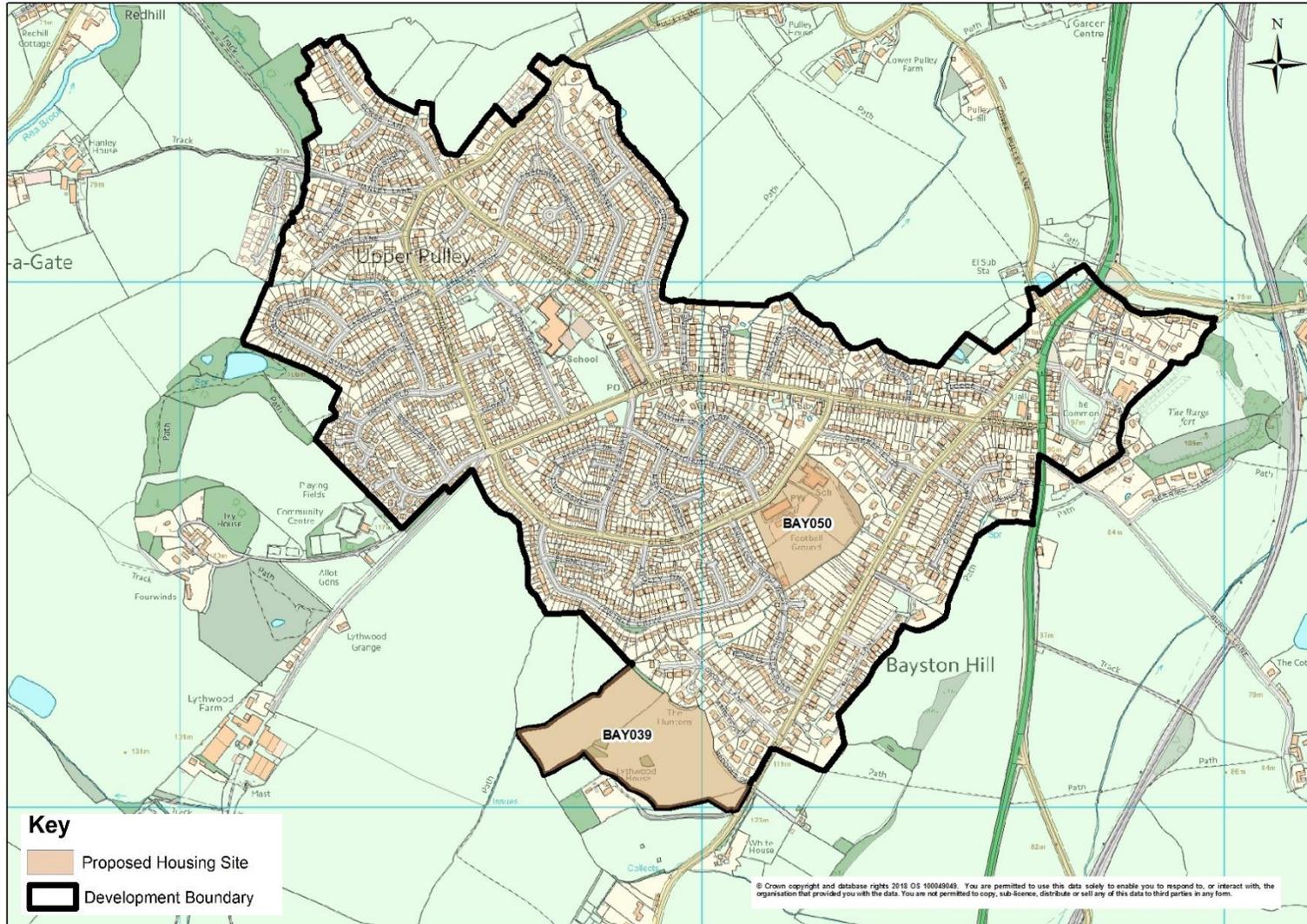
	Number of Dwellings
Preferred dwelling guideline 2016-2036	200
Dwellings completed in 2016-17*	10
Dwellings committed as at 31 st March 2017*	19
Remaining dwelling requirement to be identified	171
Dwellings to be allocated	150-160
Balance/Windfall allowance**	11-21

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocations

19.28. The map below identifies the location of the preferred allocations and the proposed development boundary for Bayston Hill:



19.29. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
BAY039	Land off Lyth Hill Road, Bayston Hill	6.09	100 dwellings	<p>The housing mix on the site should reflect the need for entry level housing identified within Bayston Hill (Homepoint data indicates a need for 1, 2 and 3 bedroom properties).</p> <p>The development will need to incorporate the formation of a new estate road to replace Beddoes Drive.</p> <p>A footpath should be provided along the sites eastern road frontage, which should continue up to Grove Lane (on highway land beyond the sites northern boundary).</p> <p>A review of traffic speeds along Lyth Hill Road should be undertaken and any necessary interventions implemented.</p> <p>Strong and significant natural site boundaries should be provided to minimise the visual impact of development.</p> <p>The watercourse running along the sites northern boundary should be buffered, habitats retained/created within this area and if possible the watercourse de-culverted. This should form the focus for an east-west green link on the site.</p> <p>Trees and hedgerows on the site should be retained. The existing hedgerow field boundary separating the two fields which constitute the site should form the focus for a north-south green link on the site.</p> <p>A central green space/pocket park should be provided on the site. This should be suitable for recreational use by residents.</p> <p>An attenuation pond should be provided on the site.</p> <p>A HRA will be required for NO_x pollution resulting from increased road traffic and cumulative recreational impact on Bomere, Shomere and Betton Pools and Berrington Pool.</p> <p>Residential development should be limited to those elements of the sites located outside the 1,000 year surface flood risk zone.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p>

BAY050	Former Oaklands School Site, Bayston Hill	3.1	50-60 dwellings	<p>A significant area of open space should form the focus for the development. This should benefit from appropriate tree planting.</p> <p>Existing trees and hedgerows should be retained.</p> <p>A community hub should be provided on the site.</p> <p>Parking should be provided to serve the church and new Community Hub.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p>
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Bicton

19.30. Bicton is a modest sized village to the north west of Shrewsbury on the B4380. The village benefits from a range of services and facilities, and is currently identified as part of a Community Cluster in the current SAMDev Plan. It is now proposed to include the settlement as a Community Hub within the Council's hierarchy of settlements.

Development Strategy

19.31. Over the period from 2016 to 2036, modest amounts of additional housing, similar to past trends, will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements. Whilst the village benefits from close proximity to Shrewsbury, it is notable there remains a desire to maintain a clear distinction between the two settlements to support the retention of the village's predominantly rural character.

19.32. The housing guideline will be achieved through the provision of an allocated site on land adjacent to the B4380 identified in the schedule below, along with other infill and conversion opportunities within the development boundary, and, where a need is defined, through appropriately located small scale 'cross-subsidy' exception sites.

Summary of residential requirements

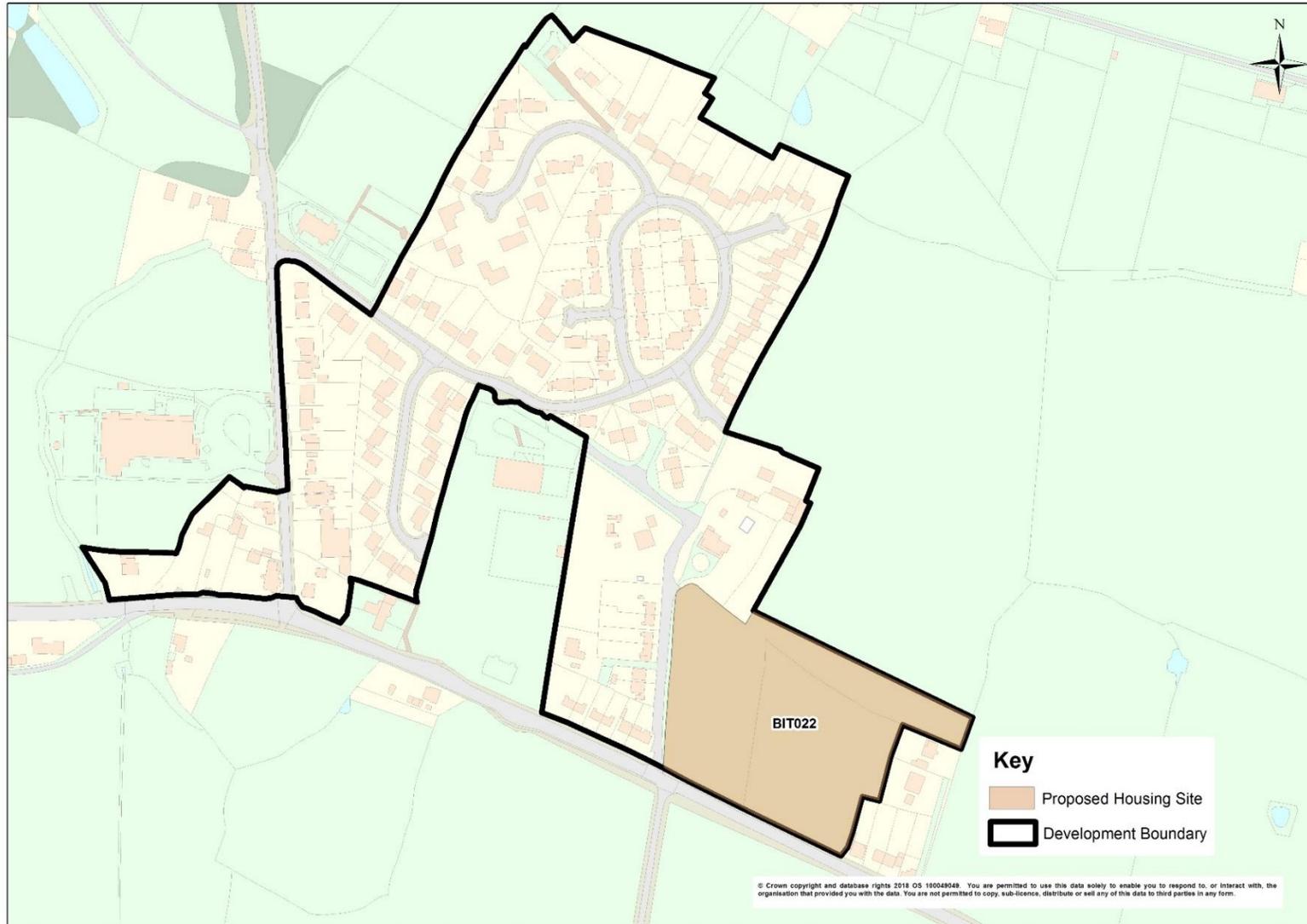
	Number of Dwellings
Preferred dwelling guideline 2016-2036	30
Dwellings completed in 2016-17*	1
Dwellings committed as at 31 st March 2017*	2
Remaining dwelling requirement to be identified	27
Dwellings to be allocated	15
Balance/Windfall allowance**	12

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocations

19.33. The map below identifies the location of the preferred allocation and the proposed development boundary for Bicton:



19.34. The table below provides information on the preferred allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
BIT022	Land East of Villa Farm, Bicton	1.8	20 dwellings	Development to be accessed from the B4380. Local highway improvements will be required to support development, including the relocation of 30mph zone other and traffic calming measures.

Bomere Heath

19.35. Bomere Heath is a large village to the north of Shrewsbury. The village benefits from a range of services and facilities, and is already identified as a Community Hub in the current SAMDev Plan.

Development Strategy

19.36. Over the period from 2016 to 2036, around 110 dwellings will be delivered in the village. When existing commitments are taken into account there is a need to deliver an additional 70 dwellings over the plan period to 2036. It is considered this level of growth is commensurate with past trends and the scale and character of the village, and takes account of the impact of recent development in the area. Development will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements as necessary to support development.

19.37. This will be achieved primarily through the provision of two allocated sites on land to the south of the village to the west of Shrewsbury Road, which will act as further phases to the SAMDev allocated site (currently under construction – 14/04110/OUT), along with conversion and infill opportunities within the development boundary, and, where a need is defined, through appropriately located small scale ‘cross-subsidy’ exception sites.

Summary of residential requirements

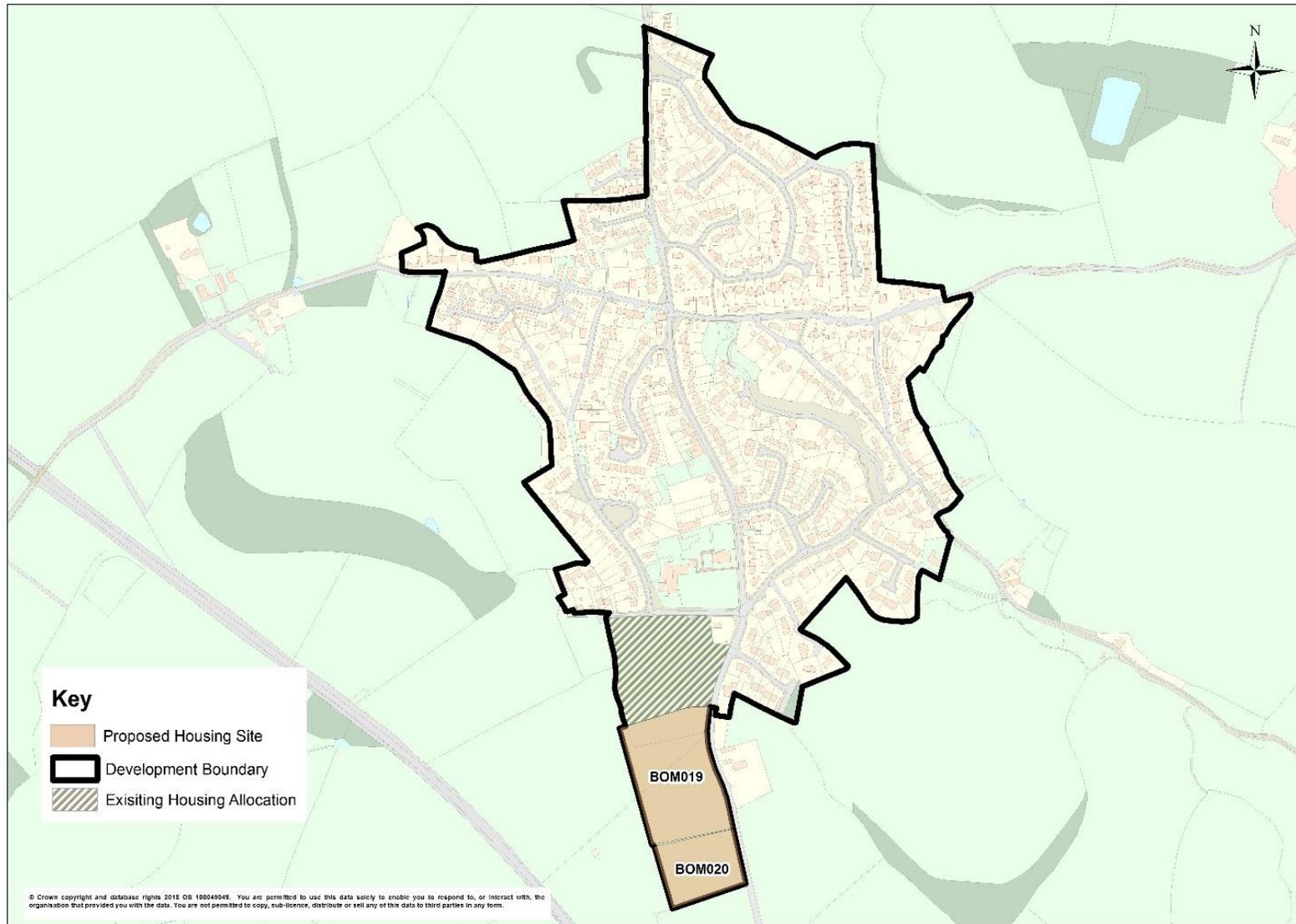
	Number of Dwellings
Preferred dwelling guideline 2016-2036	110
Dwellings completed in 2016-17*	0
Dwellings committed as at 31 st March 2017*	40
Remaining dwelling requirement to be identified	70
Dwellings to be allocated	55
Balance/Windfall allowance**	15

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocations

19.38. The map below identifies the location of the preferred allocations and the proposed development boundary for Bomere Heath:



19.39. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
BOM019	Land West of Shrewsbury Road (phase 1)	2	40 dwellings	Development to be accessed from Shrewsbury Road. Relocation of 30mph zone and potentially other traffic calming measures to be considered. Development to include a new pedestrian footpath linking the site to the services in the village.
BOM020	Land West of Shrewsbury Road (phase 2)	0.8	15 dwellings	Development to follow the development of BOM019, with the potential to share the vehicular access. Relocation of 30mph zone and potentially other traffic calming measures to be considered. Development to include a new pedestrian footpath through BOM019 linking the site to the services in the village.

Cross Houses

19.40. Cross Houses is a modest sized village located to the south-east of Shrewsbury on the A458 Bridgnorth road, close to Shrewsbury. The village offers a range of local services and facilities, some of which benefit from demand from their roadside location. The village has benefitted from past development which provided a community centre within the redevelopment of a listed, former Hospital site ('The Chestnuts'), allocated in a previous Local Plan.

19.41. Cross Houses was not identified as a location for planned development in the SAMDev Plan (2015), however the village has continued to accommodate significant housing growth. Much of this additional housing comprises volume house building with new highway infrastructure, delivered as a result of a past shortfall in the housing supply in Shropshire. The location and significant scale of this continuing house building has increased the size of the village and changed its character, although the effects are generally positive. In this Local Plan, there will be a single housing allocation on a high quality, discretely located site along with an allowance for windfall development within the village. Local aspirations for this Community Hub is for this additional development to provide high quality, affordable housing across a range of tenures to meet local needs.

Development Strategy

19.42. Over the period to 2036, a relatively significant increase in housing is being encouraged in Cross Houses. This will largely be delivered on the former Berrington Station site that contains the rail track bed, platforms, station house and other railway infrastructure on the western half and open land of the

former railway line to the east. This site provides a rare opportunity to create a village setting around the historical transport interchange for Cross Houses, to repurpose the land and to secure the future of this significant historic asset.

- 19.43. Berrington Station is discretely located on the southern edge of the village. The presence and quality of the physical evidence of the former station and rail line indicate this site is a non-designated heritage asset. Redevelopment should accord with national and local policies to conserve historic assets by protecting and enhancing the station and the rail infrastructure and their setting and to deliver a new residential environment of significant character.
- 19.44. The site will require further infrastructure investments to accommodate the proposed residential use. The site has significant changes in land levels across it, particularly around the station complex and appropriate drainage will be required to mitigate for the effects of development. The use of good contemporary design and care in the layout and landscaping of the site will be key to delivering a high quality design that respects the historical significance of the site. The site has extensive natural landscaping around the boundary which should be retained wherever possible to contribute to the character of the proposed development.
- 19.45. Highway access should be achieved from two directions. The existing dwellings (Station House and Station Cottage) and a small scheme of around 6 dwellings situated on the southern terrace overlooking the station complex may be accessed from Berrington Lane. The effects of this additional traffic may require minor improvements to Berrington Lane. The remainder of the development should be served from the A458 through the existing, adopted estate road and across an established easement through the open space in the adjoining new development to the north. This proposed vehicular access should follow the established easement and any loss of open space arising from the provision of a satisfactory vehicular access should be compensated through additional open space provided within the Berrington Station site. A footpath currently crosses the Station site but is not a registered right of way and does not lead to a footpath on the open land beyond the village. If the footpath is retained within the proposed development it should be linked to an existing right of way, such as Berrington Lane.

Summary of residential requirements

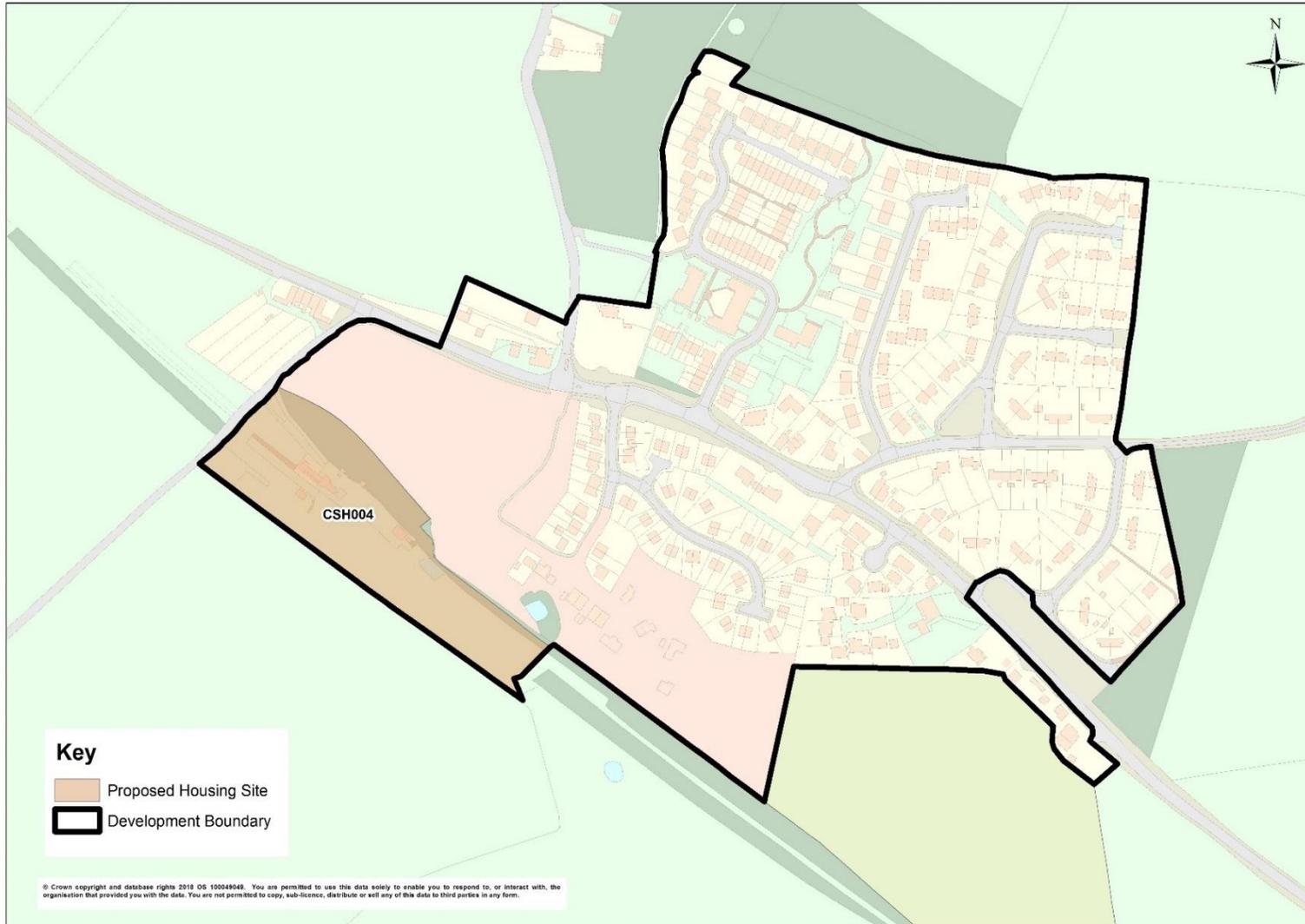
	Number of Dwellings
Preferred dwelling guideline 2016-2036	130
Dwellings completed in 2016-17*	0
Dwellings committed as at 31 st March 2017*	78
Remaining dwelling requirement to be identified	52
Dwellings to be allocated	40
Balance/Windfall allowance**	12

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocation

19.46. The map below identifies the location of the preferred allocation and the proposed development boundary for Cross Houses:



19.47. The table below provides information on the preferred allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
CSH004	Berrington Station, Cross Houses	1.8	40 dwellings	To satisfy national and local heritage policies through a heritage assessment, delivering good contemporary design with appropriate use of materials, layout, landscaping and open space. Relevant supporting studies should be undertaken particularly transport assessments, ecology, tree and hedgerow surveys, flood risk and drainage with their recommendations clearly reflected in the proposed development scheme. This should include a suitable access to the highway network with pedestrian and cycling access linking to local networks.

Dorrington

19.48. Dorrington is a large village to the south of Shrewsbury within the Conover Parish. The village is currently identified as part of a Community Cluster in the SAMDev Plan, however having considered the level of facilities and services the village provides it is now proposed the village be identified as a Community Hub as part of this Local Plan Review.

19.49. Conover Parish Council are in the early stages of developing a Neighbourhood Plan for their parish area, also to cover the period to 2036. Shropshire Council continues to have a role in providing strategic planning policies for the area, and in discussion with the Parish Council the Local Plan Review will provide an overall housing guideline for the Dorrington, but it will be the role of the Neighbourhood Plan to subsequently provide additional policies on how this growth should be managed and to support sustainable development. This could include identifying a development boundary for the village and specific site allocations. The Neighbourhood Plan will need to be in general conformity with the strategic policies of the Local Plan Review. Shropshire Council will support the Parish Council in the preparation of their Neighbourhood Plan.

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	150
Dwellings completed in 2016-17*	13
Dwellings committed as at 31 st March 2017*	64
Remaining dwelling requirement to be identified	69
Dwellings to be allocated	To be determined in the Conover Neighbourhood Plan
Balance/Windfall allowance**	To be determined in the Conover Neighbourhood Plan

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Ford

- 19.50. Ford is a modest sized village located immediately to the west of Shrewsbury on the A458 Welshpool road. The village has a variable character reflecting progressive past developments around But Lane and has an older, historic core to the north across the bridged local brook that runs into the River Severn on its floodplain further north. The village has a range of local services and facilities which serve the local community some of which benefit from significant demand arising from their roadside location.
- 19.51. The A458 places some constraints on the village community as this primary road separates the village into two unequal parts. Some of the key local services are located on the smaller southern portion that is separated from the main village by the A458. This primary road provides an established route into mid-Wales and the open aspect and configuration of the highway encourages excessive speeds through the restricted zones within the village. The effects of the A458 on the local community's ability to access key services on which they rely, would justify some investment in further traffic calming measures or a controlled crossing over the A458.
- 19.52. Ford was not identified as a location for planned development in the SAMDev Plan but was identified as such in the preceding Local Plan. The previous allocations brought forward highway measures to control traffic movements around the school site, on But Lane, at the entrance to the village. These measures are no longer as effective in controlling traffic movements around the school and now constrain the flow of vehicular traffic into the village from the A458.
- 19.53. It is proposed that a single site allocation on the route of the A458 should accommodate the planned development in the village. There will also be an allowance for windfall development in the village. Local aspirations for this Community Hub are therefore to ensure the development of the allocated site delivers a good contemporary design and addresses matters relating to the ways that the A458 affects the village community and its amenities. It is expected the new housing will meet the community's housing needs for high quality, affordable housing across a range of tenures.

Development Strategy

- 19.54. Over the period to 2036, Ford will function as a Community Hub and the planned developments will serve to secure this role and to address the needs of the village community
- 19.55. A single housing allocation has been identified comprising the centre and west of the large field fronting the A458 and served from But Lane. The allocated area is proposed for 50 dwellings and is expected to deliver housing at a lower density providing a good quality, contemporary scheme that will combine design, materials, layout, landscaping and open space. The development should include local highway improvements to will make a positive contribution to the character of the village and the safe use of But Lane, its junction with the A458 and accessibility for the community between the main village (north) and its retail services and potential employment (south) across the A458.

- 19.56. The proposed development scheme should consider the need to enclose the new housing within an appropriate landscaping scheme to provide a visual separation from Quail Ridge. The proposed scheme is also expected to address the current constraints on the But Lane entrance to the village by providing a new highway arrangement and site access on its western boundary. This new highway layout should address the proximity between the development and the existing school use and the scope for conflict between these two uses and traffic entering the village. It is advocated that the new development should include a school dropping off place within the developed area close to the western boundary and the access from But Lane.
- 19.57. The development scheme should also consider the need for new and existing residents to cross the A458 to access the village services. This might be achieved by improving the existing island crossing or preferably by creating a new signalised crossing close to the junction of the A458 with But Lane.
- 19.58. The proposed allocated site is also expected to meet the local housing needs of the village through the provision of appropriate and affordable housing. The development should provide good contemporary design with a sympathetic layout respecting the amenity of adjoining uses and the proximity of the A458. The site requires pedestrian and cycle access within the development and linking to the highway and footpath network in the village.
- 19.59. The site will also require significant infrastructure investments to accommodate the proposed housing and to create a new residential environment of significant character that meets the local housing needs for high quality, affordable housing across a range of tenures.

Summary of residential requirements

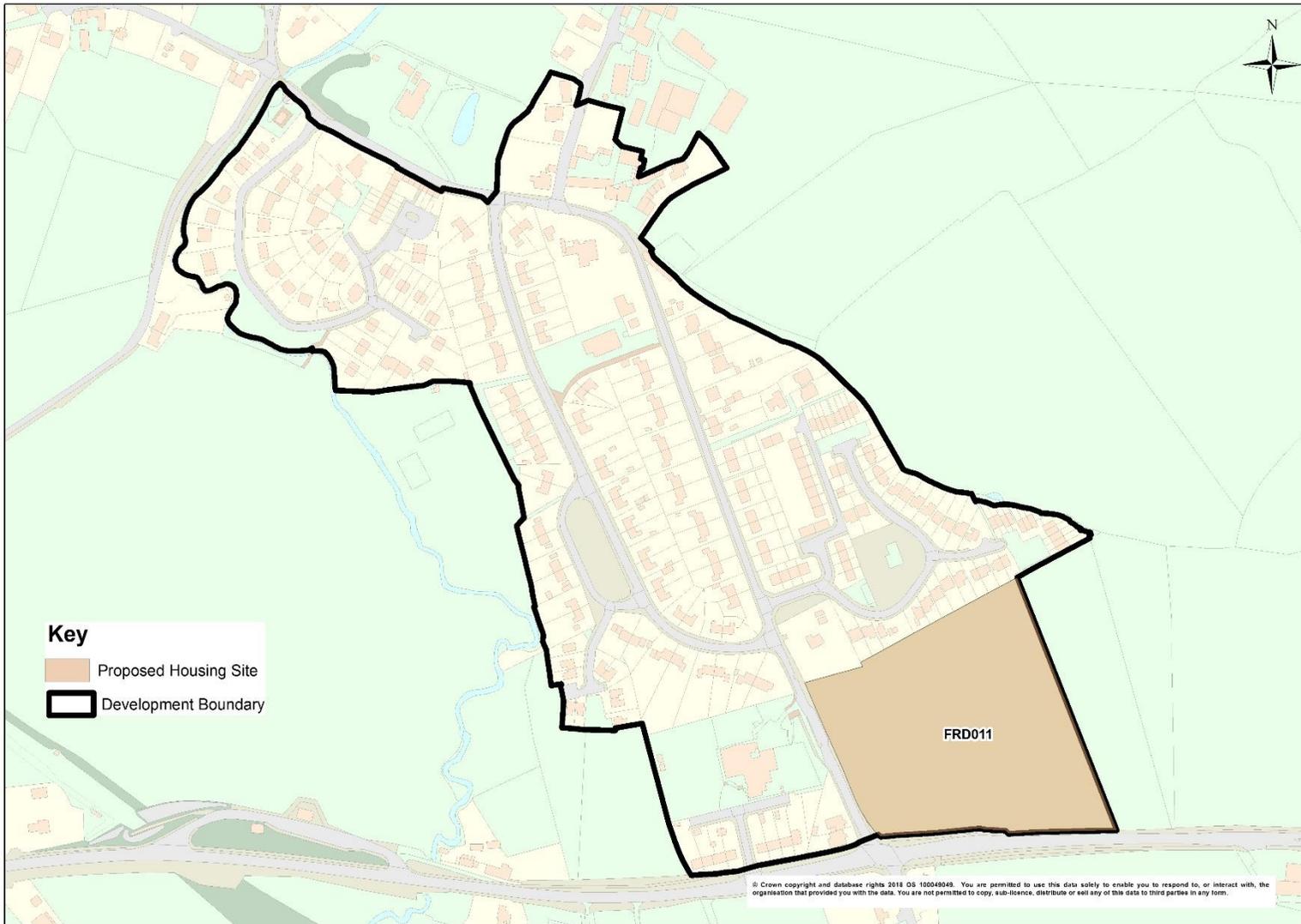
	Number of Dwellings
Preferred dwelling guideline 2016-2036	100
Dwellings completed in 2016-17*	3
Dwellings committed as at 31 st March 2017*	28
Remaining dwelling requirement to be identified	69
Dwellings to be allocated	50
Balance/Windfall allowance**	19

**Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.*

Proposed Development Boundary and Preferred Site Allocation

19.60. The map below identifies the location of the preferred allocation and the proposed development boundary for Ford:



19.61. The table below provides information on the preferred allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
FRD011	Land at A458 and But Lane	4.1	50 dwellings	To satisfy national and local heritage policies through a heritage assessment, delivering good contemporary design with appropriate use of materials, layout, landscaping and open space. Relevant supporting studies should be undertaken particularly transport assessments, ecology, tree and hedgerow surveys, flood risk and drainage with their recommendations clearly reflected in the proposed development scheme. This should include a suitable access to the highway network with pedestrian and cycling access linking to local networks.

Hanwood

19.62. Hanwood is a large village located on the A488, south-west of Shrewsbury. The village is located adjacent to the village of Hanwood Bank, however their communities consider that they have very separate identities.

19.63. The settlement is part of a Community Cluster with Hanwood Bank within the current Local Plan. However, due to the services and facilities available, Hanwood has been identified as a proposed Community Hub within the ongoing Local Plan Review. As such it will have a development boundary to provide certainty for communities and the development industry.

19.64. Between 2006/07 and 2016/17, 25 dwellings were completed in Hanwood, equating to around 2 dwellings per annum. However, none of these completions occurred in 2016/17. As at the 31st March 2017, a further 35 dwellings were committed for development in the village.

19.65. Identified infrastructure priorities for Hanwood include:

- Provision of allotments.
- Traffic calming measures on the A488.
- Low bridge warning signs on the A5 approaching the A488.
- Provision of safe access to sport and play facilities.
- Hydraulic modelling of the wastewater network.
- Improvements at Edgebold Roundabout, Shrewsbury.

19.66. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.

Development Strategy

19.67. Over the period from 2016 to 2036, modest amounts of additional housing will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements.

19.68. Available information about local housing need suggests that the greatest need is for affordable and low cost market housing of a range of types and tenures. Furthermore there are already significant existing commitments in the settlement. As such no allocations are proposed and it is instead proposed that the remaining housing guideline will be delivered through infill development and appropriately located small-scale 'cross-subsidy' exception sites (link to policy).

Summary of residential requirements

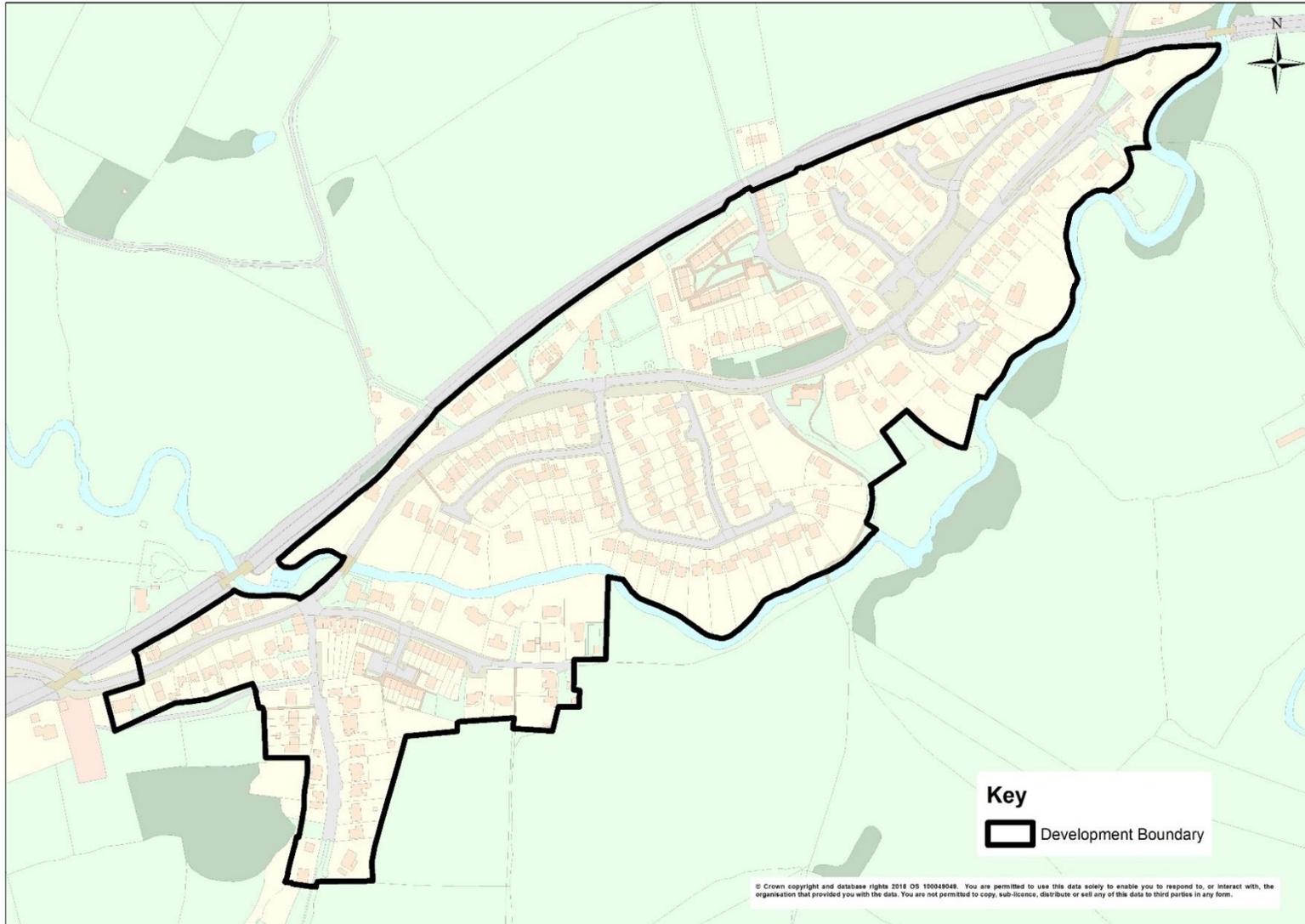
	Number of Dwellings
Preferred dwelling guideline 2016-2036	50
Dwellings completed in 2016-17*	0
Dwellings committed as at 31 st March 2017*	35
Remaining dwelling requirement to be identified	15
Dwellings to be allocated	0
Balance/Windfall allowance**	15

**Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.*

Proposed Development Boundary

19.69. The map below identifies the location of the proposed development boundary for Hanwood:



Longden

- 19.70. Longden is a small village south-west of Shrewsbury which benefits from a range of local services and facilities.
- 19.71. The settlement is part of a Community Cluster within the current Local Plan. Due to the services and facilities available, Longden has been identified as a proposed Community Hub within the ongoing Local Plan Review. As such it will have a development boundary to provide certainty for communities and the development industry.
- 19.72. Between 2006/07 and 2016/17, 18 dwellings were completed in Longden, equating to around 2 dwellings per annum. However, 14 of these completions occurred in 2016/17. Additionally, as at the 31st March 2017, a further 12 dwellings were committed for development.
- 19.73. Identified infrastructure priorities for Longden include:
- Traffic calming measures in the village.
 - A footpath/cycleway along Longden Road, linking Longden to Hook-a-Gate.
 - Provision of a bus shelter.
 - Further information on infrastructure constraints and priorities are available within the Shrewsbury Place Plan.
- 19.74. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.

Development Strategy

- 19.75. Over the period from 2016 to 2036, modest amounts of additional housing will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements.
- 19.76. Available information about local housing need suggests that the greatest need is for affordable and low cost market housing of a range of types and tenures. Furthermore there are already significant existing commitments in the settlement. As such no allocations are proposed and it is instead proposed that the remaining housing guideline will be delivered through infill development and appropriately located small-scale 'cross-subsidy' exception sites.

Summary of residential requirements

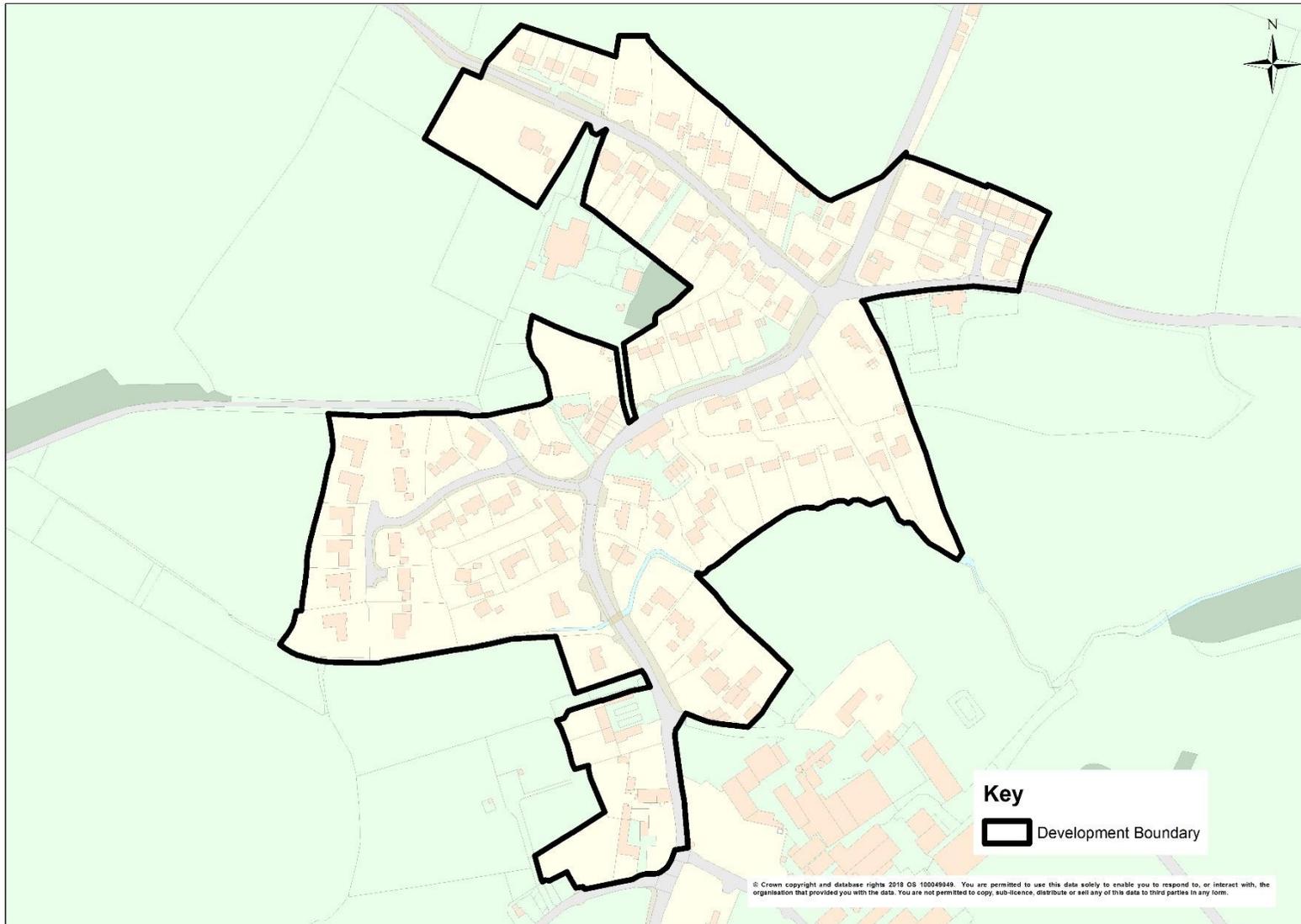
	Number of Dwellings
Preferred dwelling guideline 2016-2036	50
Dwellings completed in 2016-17*	14
Dwellings committed as at 31 st March 2017*	12
Remaining dwelling requirement to be identified	24
Dwellings to be Allocated	0
Balance**	24

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary

19.77. The map below identifies the location of the proposed development boundary for Longden:



Nesscliffe

- 19.78. Nesscliffe is a modest sized village located on an extension of the B4396 and bounded to the south and west by the A5, which now by-passes the village. The village offers a range of local services and facilities, some of which benefit from demand from their roadside location but now largely serving local trade from the surrounding settlements.
- 19.79. The village has a unique setting on the lower slopes of The Cliffe, a local sandstone outcrop on the edge of one of north Shropshire's escarpment hills. The protection of The Cliffe is an important objective within the strategy for Nesscliffe. The hill itself benefits from its designation as the Nesscliffe Country Park and the development strategy for the village seeks to avoid any adverse effects on its setting from development encroaching on to the lower slopes of the hill.
- 19.80. Nesscliffe is an existing Community Hub which set out a nominal increase in its housing stock. However, the village has attracted significant demand being located close to Shrewsbury and a considerable volume of new housing has now been committed as a result of a shortfall in the housing supply in Shropshire. The volume of additional committed dwellings proposed in the village (105 dwellings) now significantly exceeds the total dwelling stock of the existing village (83 dwellings).
- 19.81. Local aspirations for this Community Hub are for the significant new housing development to be delivered to sustain Nesscliffe as a sustainable settlement and for the community to assimilate this considerable growth. Despite this, the community have still invited a small amount of additional housing and it is expected that this will meet the community's local housing needs for high quality, affordable housing.

Development Strategy

- 19.82. Over the period to 2036, only a modest amount of additional housing will be encouraged to deliver a range of accommodation types to help meet local housing needs and continue to support local community facilities and services.
- 19.83. Information about local housing need and demands as expressed by the community indicates that the significant commitment of housing has not necessarily affected the affordability of housing in the village. The local need is for affordable tenures and low cost market housing on small scale, infill plots. Consequently, no new housing allocations are proposed in Nesscliffe and the remaining housing guideline will be delivered only through infill development of one to three dwellings where the proposed development site is bounded by existing built development on at least two of the site boundaries.

Summary of residential requirements

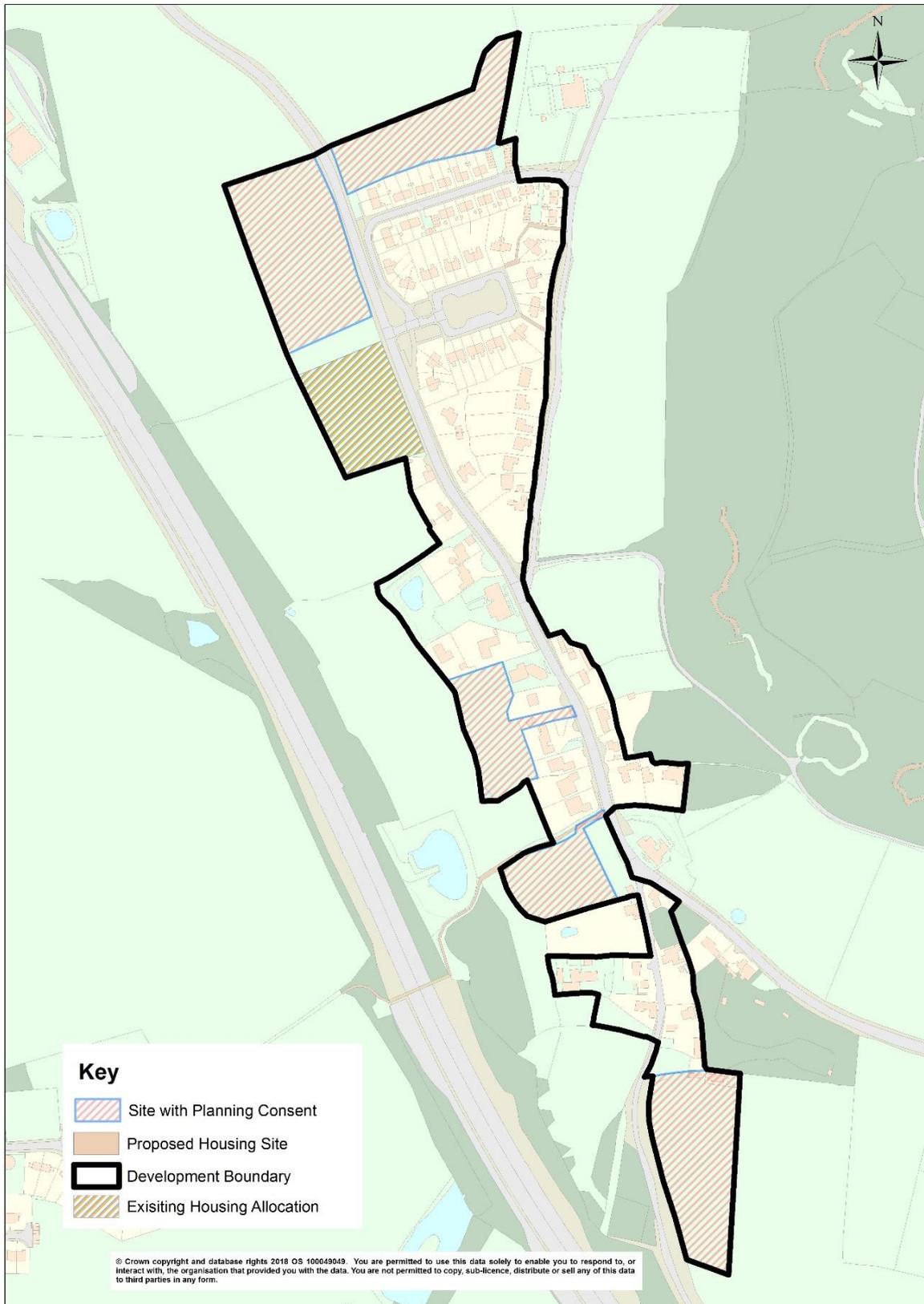
	Number of Dwellings
Preferred dwelling guideline 2016-2036	120
Dwellings completed in 2016-17*	1
Dwellings committed as at 31 st March 2017*	105
Remaining dwelling requirement to be identified	14
Dwellings to be Allocated	0
Balance**	14

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

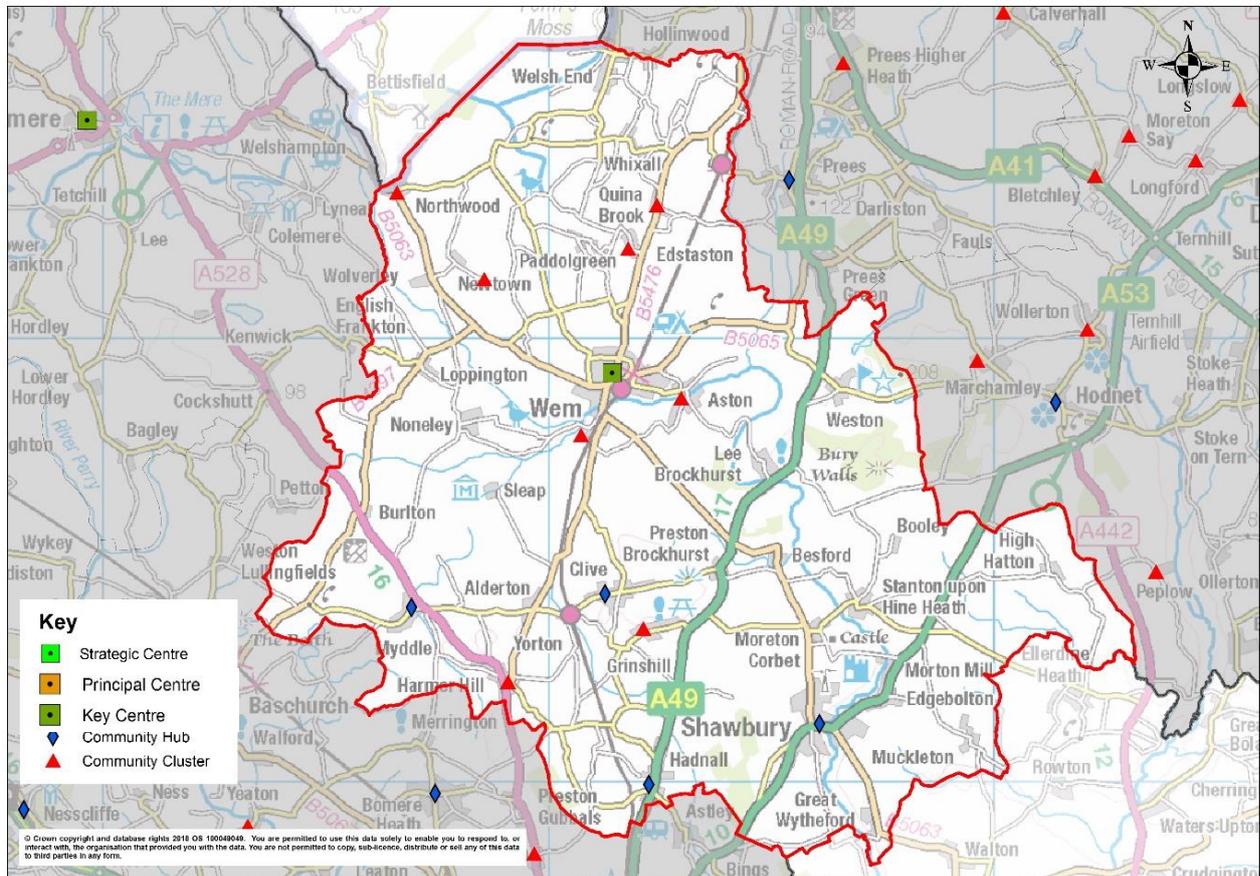
Proposed Development Boundary

19.84. The map below identifies the location of the proposed development boundary for Nesscliffe:



20. Wem Place Plan Area

20.1. The Wem Place Plan Area is located in north-east Shropshire. The Place Plan area contains the Key Centre of Wem and numerous small villages and hamlets.



Settlement Type	Settlement Name
Key Centre:	Wem
Community Hubs:	<ul style="list-style-type: none"> • Clive • Hadnall • Shawbury
Community Clusters:	<ul style="list-style-type: none"> • Harmer Hill • Grinshill • Edstaston, Quina Brook, Northwood, Newtown, Tilley and Aston

20.2. If your village is not included in the list of proposed Community Hubs or Community Clusters above, then this means that it will be 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies.

Key Centre: Wem

Development Strategy

- 20.3. Wem has been identified as a Key Centre and contributes towards the strategic growth objectives in the north-east of the County.
- 20.4. The Local Plan Review will seek to achieve balanced housing and employment growth within Wem through the provision of around 600 dwellings and around 6 hectares of employment development between 2016 and 2036.
- 20.5. In the first year of the Local Plan Review period 64 dwellings were completed, with a further 231 dwellings committed through planning permission, prior approval or allocation. The SAMDev also identified 4 hectares of employment land on land off Shawbury Road which remains a commitment. Therefore, the Local Plan Review will need to identify suitable opportunities for the delivery of around a further 305 dwellings and 2 hectares of employment land on allocated sites and/or windfall development.
- 20.6. The strategy and associated level of proposed growth recognises significant town centre traffic management issues; safety issues associated with the railway level crossing and the need for measures to mitigate potential adverse effects from development in Wem on the integrity of protected wildlife sites.
- 20.7. Taking into account the above issues three preferred housing sites are identified for the town to 2036. These are shown on the map and schedule below. In total it is considered these sites will deliver around 210 dwellings, leaving around 95 dwellings to be delivered on windfall sites within the development boundary, or on affordable housing exceptions schemes over the remainder of the Plan.
- 20.8. No specific preferred employment sites are proposed at this stage, partly due to the lack of specifically available sites for this use. However, in ensuring growth is balanced, it is considered there are sufficient opportunities for the required additional two hectares of employment land to be delivered on windfall sites in edge of settlement locations over the course of the plan to 2036.
- 20.9. It is recognised there are a number of identified infrastructure priorities for Wem, including: the upgrading of waste water treatment works, additional education provision, and a replacement GP Surgery, and that the additional growth proposed is likely to place additional pressure on these services. The Council will therefore continue to work closely with infrastructure providers and where necessary will require development to financially contribute to improvements.

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	600
Dwellings completed in 2016-17*	64
Dwellings committed as at 31 st March 2017*	231
Remaining dwelling requirement to be identified	305
Dwellings to be allocated	210
Balance/Windfall allowance**	95

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Summary of employment land requirements

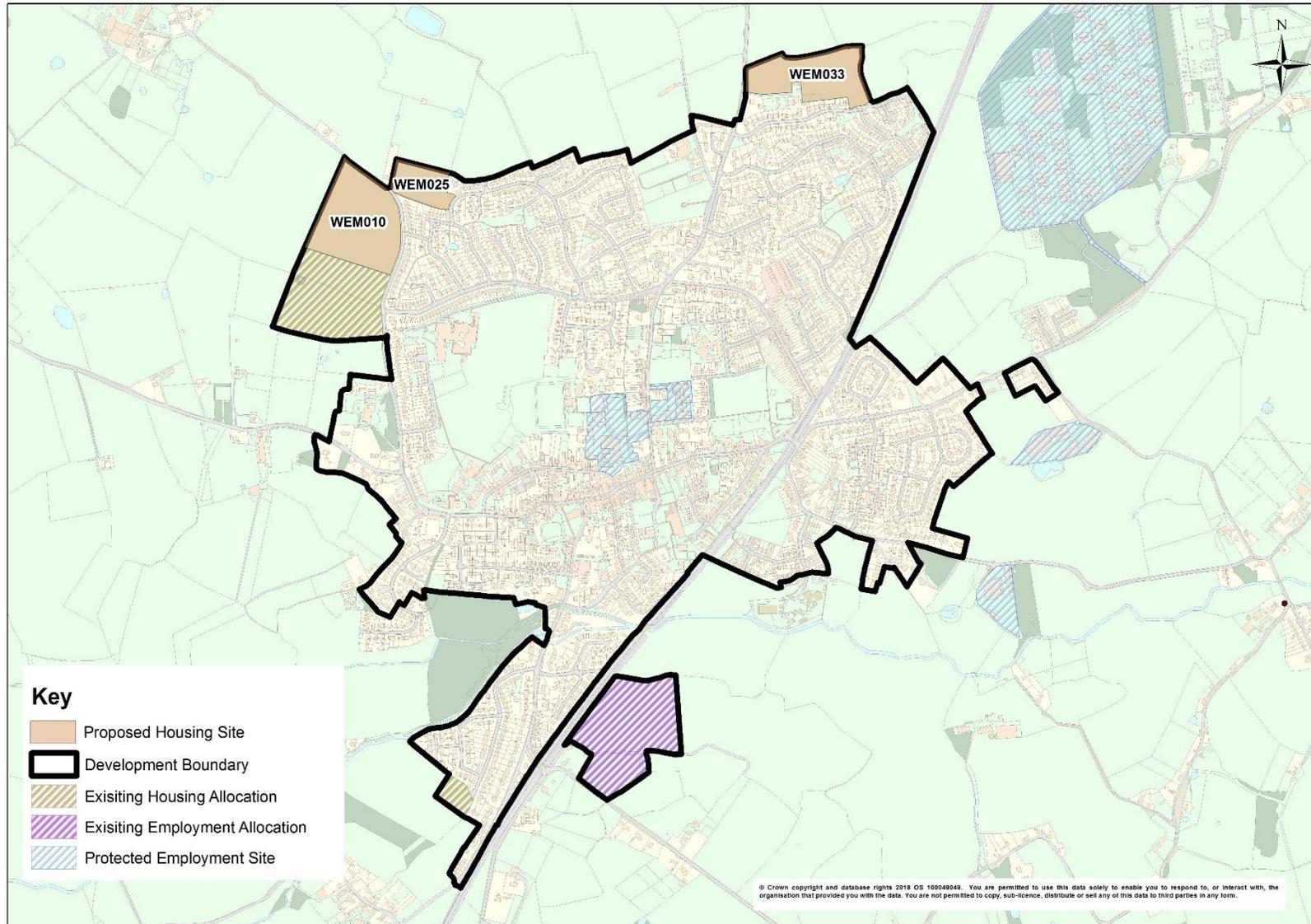
	Employment Land (Ha)
Preferred employment land guideline 2016-2036	6
Commitments and allocations as at 31 st March 2017*	4
Employment land shortfall	0
Employment land to be allocated	0
Balance/Windfall allowance**	2

* *Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall development.*

Preferred Development Boundary and Allocations

20.10. The map below identifies the location of the preferred allocations and the proposed development boundary for Wem.



20.11. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
WEM010	Land off Pyms Road, Wem	4.2	120 dwellings	The site will provide a second phase to the existing SAMDev allocation at Pyms Road. Layout and design should therefore reflect phase one, which may also include opportunities to provide physical linkages between the sites and a shared point of access. However, if necessary it is considered a suitable separate vehicle access can be achieved into this preferred option site from Pyms Road. Development to provide a mix of housing type and tenure to reflect local needs.
WEM025	Land off Trentham Road, Wem	1.3	30 dwellings	Site to have a vehicular access from Trentham Road. Development to provide a mix of housing type and tenure to reflect local needs. Development to be subject to further ecological surveys to mitigate any impact on species, including Great Crested Newts. This may reduce the developable area and should be taken into account in the eventual design and layout.
WEM033	Land off Whitchurch Road, Wem	3	60 dwellings	Site to be developed at a low density to reflect the edge of settlement location. Site to have a vehicular access from Whitchurch Road, which may require local traffic calming measures and/or expansion of the speed limit zone. Development to provide a mix of housing type and tenure to reflect local needs.

Community Hubs

- 20.12. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements Document:
www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf
- 20.13. The villages of Clive, Hadnall and Shawbury are being proposed as a Community Hubs within the Wem Place Plan area.

Clive

- 20.14. Clive is a moderately sized village situated to the south of Wem off the A49 and B5476. The village has a linear character running east/west, although the majority of existing housing is located to the south-west of the village. The village is not identified in the current SAMDev Plan as a Community Hub and therefore has seen very few housing developments in recent years. However, as part of the review of this Local Plan it is considered that due to the range of services and facilities provided, the village should now be proposed as a Community Hub. It is considered this will benefit the village in helping to sustain the level of village's facilities into the future.

Development Strategy

- 20.15. Over the period to 2036, a modest amount of further housing of around 38 houses to supplement the existing committed sites. This will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements. It is proposed this local requirement will primarily be delivered on a single site on the western edge of the village, together with a windfall allowance to be delivered through infill sites within the defined development boundary and/or affordable housing exception schemes.
- 20.16. The limited housing requirement takes into account the scale and character of the village. It is considered the proposed site provides a natural extension to the settlement and offers an opportunity to deliver a sympathetic development at a low density.

Summary of residential requirements

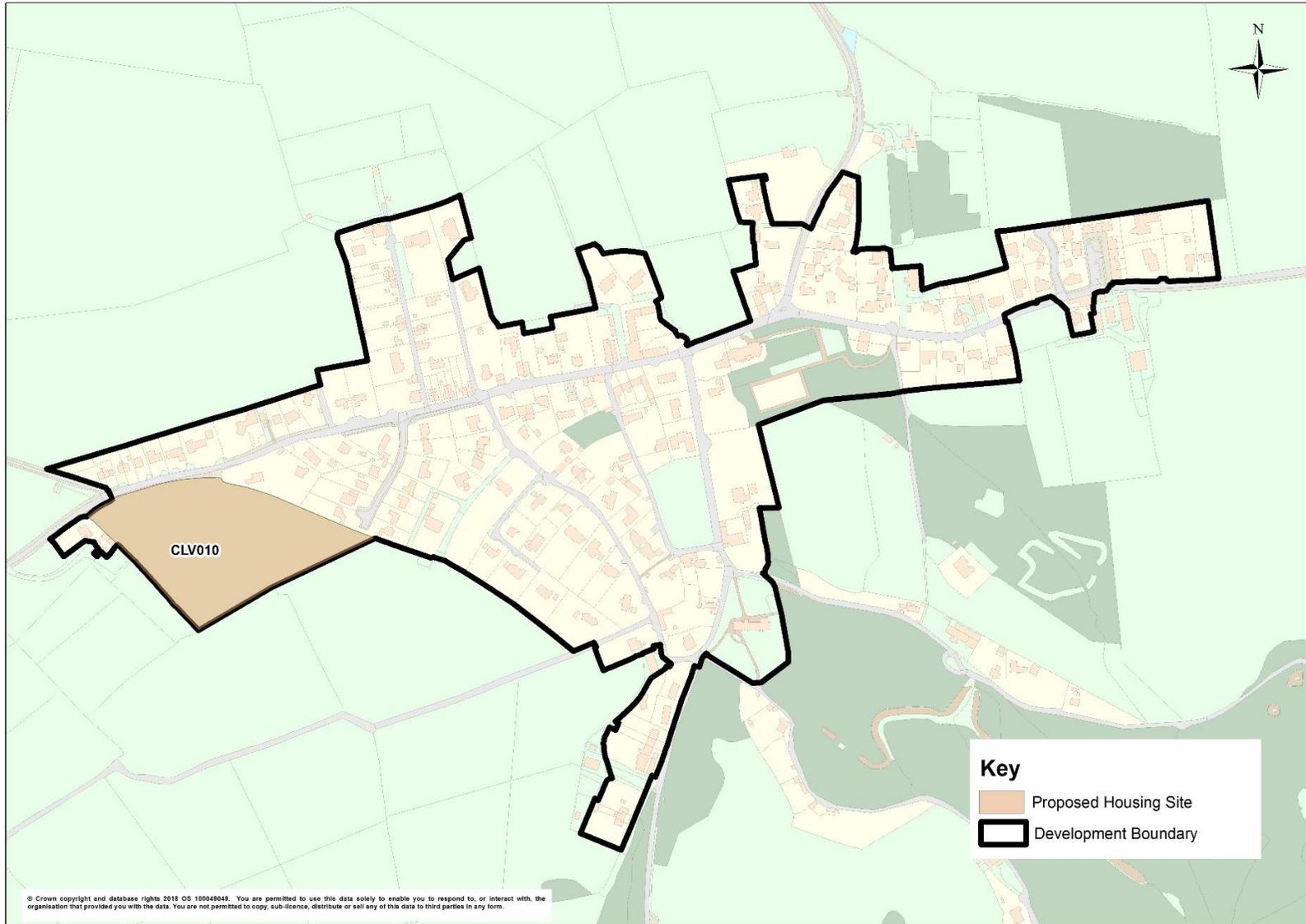
	Number of Dwellings
Preferred dwelling guideline 2016-2036	40
Dwellings completed in 2016-17*	0
Dwellings committed as at 31 st March 2017*	2
Remaining dwelling requirement to be identified	38
Dwellings to be allocated	25
Balance/Windfall allowance**	13

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Preferred Development Boundary and Allocation

20.17. The map below identifies the location of the preferred allocation and the proposed development boundary for Clive.



20.18. The table below provides information on the preferred allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
CLV010	Land south of Station Road, Clive	2	20 dwellings	Development to be developed at a low density to reflect the site's edge of centre location. Site to include a new vehicular access from Station Road.

Hadnall

20.19. Hadnall is a moderately sized village situated to the south of Wem. Due to its relatively close proximity the village also has a strong relationship with Shrewsbury. The village has seen development either side of the A49, which has contributed to the village's linear character. Whilst the village is not identified as a Community Hub in the current SAMDev Plan, it is recognised the settlement has nevertheless seen several development schemes come forward over the last few years. As part of the review of this Local Plan it is considered that due to the range of services and facilities provided the village should now be proposed as a Community Hub.

20.20. It is recognised the Parish Council are developing a Community-Led Plan for the village and in 2017 undertook a community questionnaire on a range of issues relevant to the future growth of the village. Initial evidence from this survey suggest there is local support for some additional growth, although it is recognised comments also identified the need to balance new housing with additional infrastructure and to respect the character of the settlement.

Development Strategy

20.21. Over the period to 2036, it is considered Hadnall should provide around an additional 52 dwellings to supplement the existing committed sites. This moderate level of additional growth will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements where these are required as a result of development. Consideration has been given to the relatively high level of commitments when establishing this additional housing requirement.

20.22. Delivery will primarily be through development of a single site to the south of the village and east of the A49, which will provide around 40 dwellings. The balance will be delivered through infill and conversion opportunities within the development boundary, along with affordable housing exception schemes for local needs.

20.23. The housing requirement takes into account the scale and character of the village, as well as the opportunities for new development. The proposed site provides a natural extension to the south of the settlement and an opportunity for further development in future Local Plan reviews, if necessary.

Summary of residential requirements

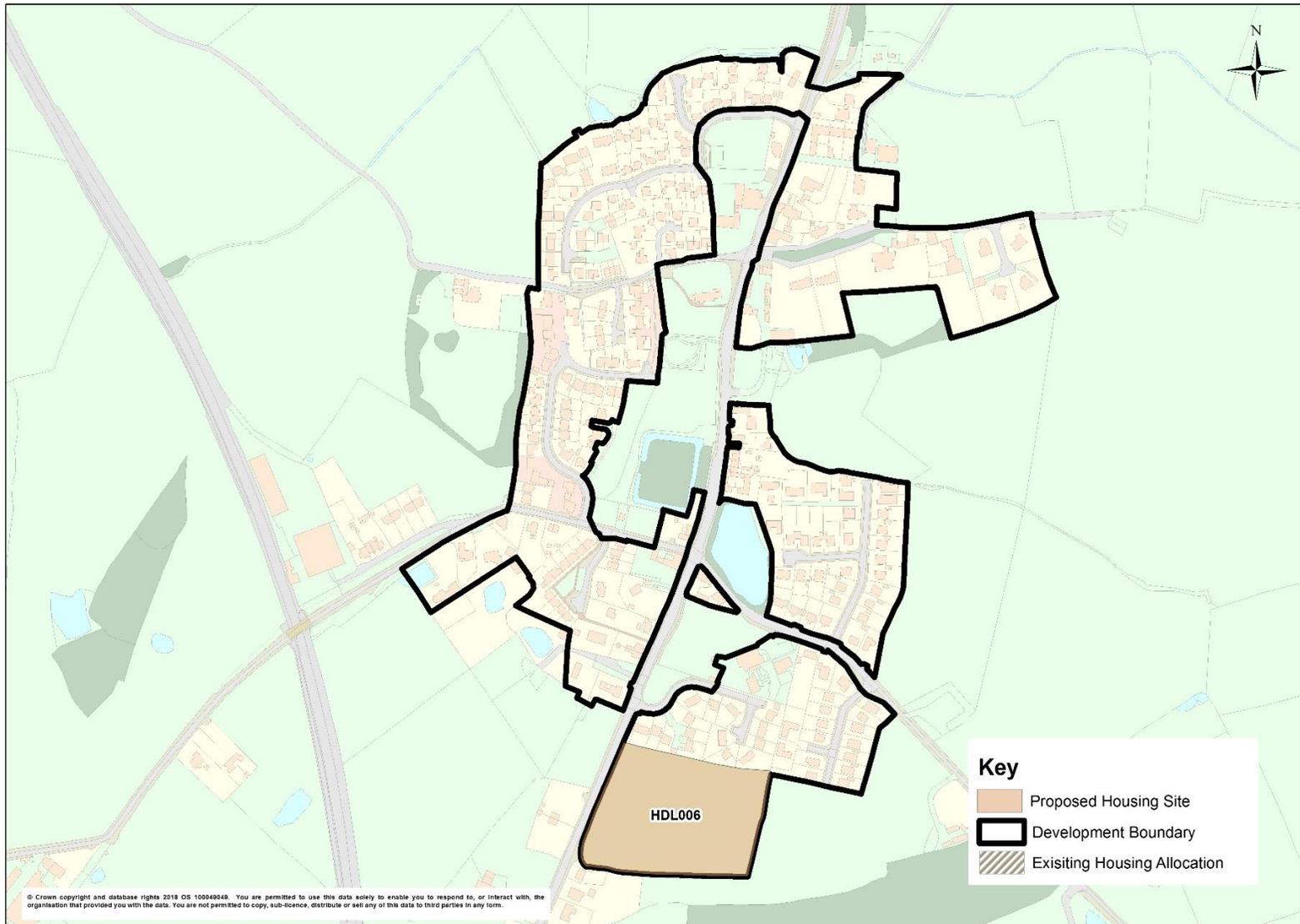
	Number of Dwellings
Preferred dwelling guideline 2016-2036	125
Dwellings completed in 2016-17*	8
Dwellings committed as at 31 st March 2017*	65
Remaining dwelling requirement to be identified	52
Dwellings to be allocated	40
Balance/Windfall allowance**	12

**Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.*

Preferred Development Boundary and Allocation

20.24. The map below identifies the location of the preferred allocation and the proposed development boundary for Hadnall.



20.25. The table below provides information on the preferred allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
HDL006	Land south of Wedgefields Close, Hadnall	1.7	40 dwellings	Development to be served by a vehicular access from the A49 and will provide land for: additional car parking for the school; the extension of the existing pedestrian footpath on the eastern side of the A49; and the relocation of the 30mph zone. Land to the east of the proposed allocation to Astley Road is also being promoted and could form part of a further phase of growth for the village in future reviews of the Local Plan.

Shawbury

20.26. Shawbury is a large village situated to the south off the A53. The natural centre of the village is at the junction of the B5063/A53/Church Street, where the majority of services are provided. The village is already identified as a Community Hub in the SAMDev, which included the allocation of the land off the A53 along with the creation of a new roundabout on the A53. This site is currently under construction. Having considered the availability of services and facilities in the village it continues to be considered the village should be identified as a Community Hub in this Local Plan Review.

Development Strategy

20.27. Over the period to 2036, development of around an additional 94 dwellings will be provided to supplement the existing committed sites. This will provide further opportunity to deliver a range of accommodation types to help meet local housing needs and support investment and improvements in community facilities and infrastructure improvements resulting from development. This level of growth takes account of the scale of existing commitments, the availability of services and facilities, existing population and numbers of existing dwellings, as well as an assessment of opportunities for growth.

20.28. It is proposed this local housing requirement will primarily be delivered on a single large site to the south-east of the current development off the A53, shown on the map below. It is considered the proposed allocation is a natural extension to the village, utilising the opportunity presented by the new access on the A53 through the Lioncourt Homes development currently under construction. This will allow for a natural phasing of development to reduce the impacts of development. The remainder of the local housing requirement will be delivered on infill sites and appropriate conversions within the defined development boundary and/or affordable housing exception schemes.

Summary of residential requirements

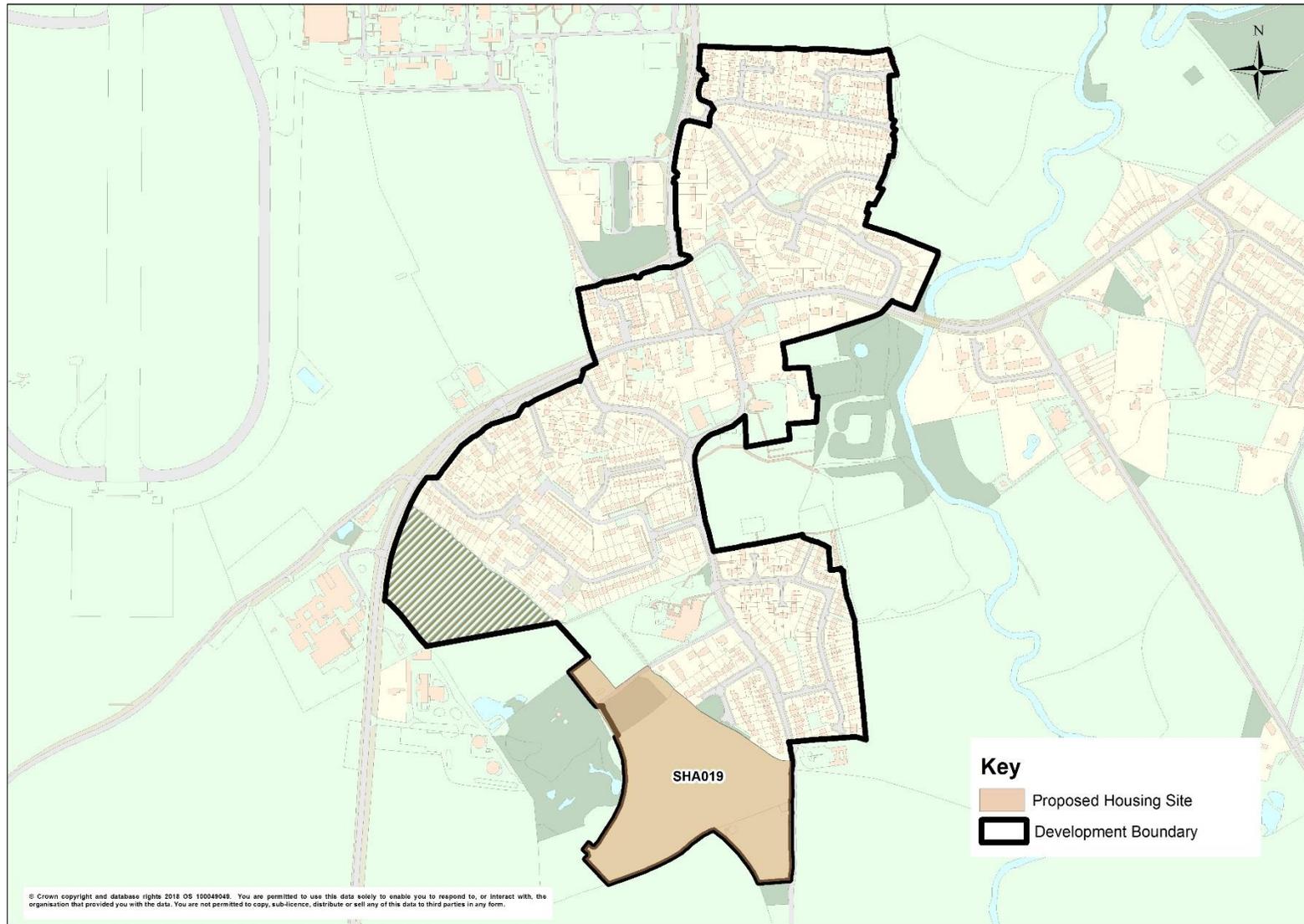
	Number of Dwellings
Preferred dwelling guideline 2016-2036	150
Dwellings completed in 2016-17*	1
Dwellings committed as at 31 st March 2017*	55
Remaining dwelling requirement to be identified	94
Dwellings to be allocated	80
Balance/Windfall allowance**	14

**Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.*

***Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.*

Preferred Development Boundary and Allocation

20.29. The map below identifies the location of the preferred allocation and the proposed development boundary for Shawbury.



20.30. The table below provides information on the preferred allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
SHA019	Land between A53 and Poynton Road	5.2	80 dwellings	Site to include a vehicular access off the new roundabout on the A53 using the access road provided by the current Lioncourt Homes development. There will be no vehicular access from Poynton Road, the Paddocks or Hazeldine Crescent. The site will be developed in two phases, and will provide a range of dwelling types based on evidence of local need.

Community Clusters

20.31. The identification of Community Clusters will primarily be based on the aspirations of those communities, as expressed by their Parish Council(s)/Parish Meeting(s). Regard will also be given to the Local Plan Review evidence base and the views expressed by promoters of sites, residents and other stakeholders.

20.32. Based on the responses received during previous stages of consultation on the Local Plan Review, the following Community Clusters are proposed to be designated in the Wem Place Plan area:

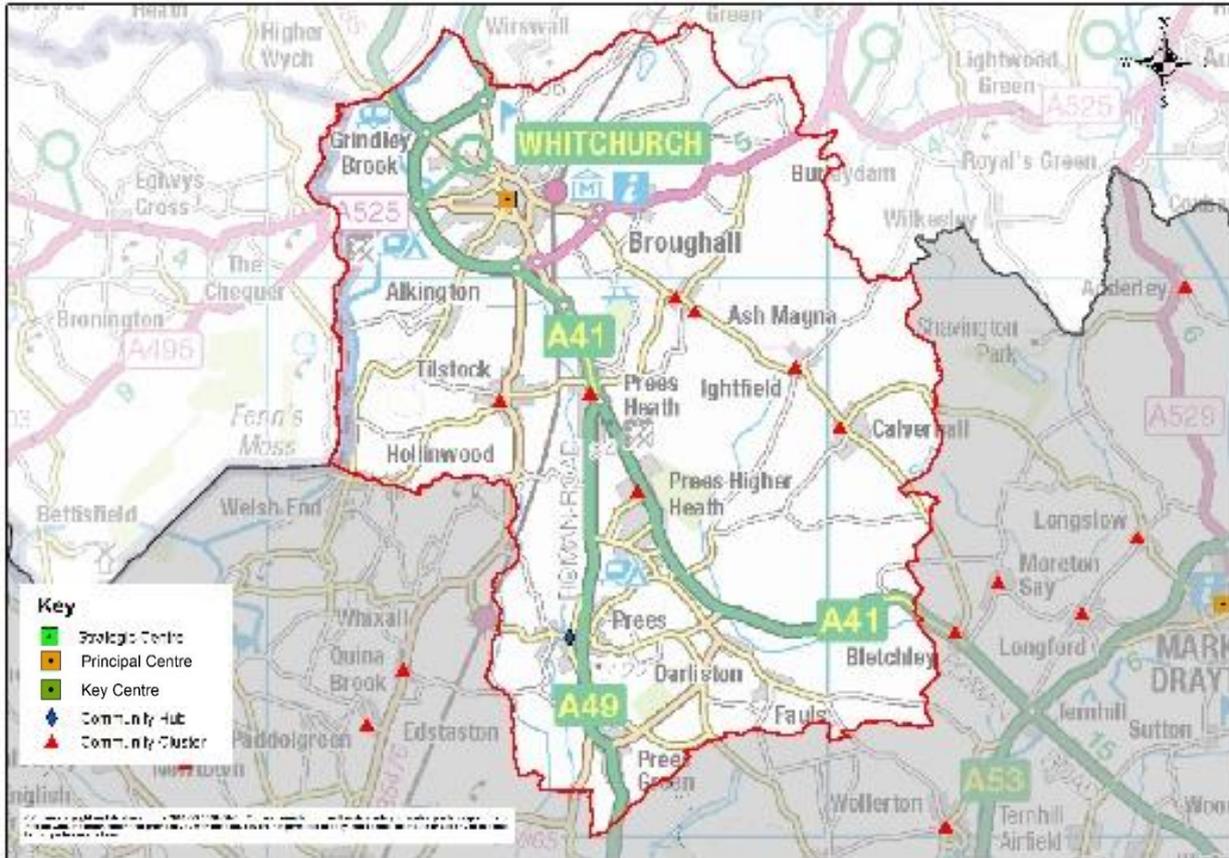
- Harmer Hill
- Grinshill
- Edstaston, Quina Brook, Northwood, Newtown, Tilley and Aston

20.33. Within Community Clusters, it is proposed that a criteria based policy will manage development. A draft of this policy was provided within the previous Preferred Scale and Distribution of Development Consultation Document, available to view at:

<https://shropshire.gov.uk/media/7632/preferred-options-consultation-final.pdf>

21. Whitchurch Place Plan Area

21.1. The Whitchurch Place Plan Area is located in north-east Shropshire. The Place Plan area contains the Principal Centre of Whitchurch, the proposed Community Hub of Prees and numerous small villages and hamlets.



Settlement Type	Settlement Name
Key Centre:	Whitchurch
Community Hubs:	Prees
Community Clusters:	Tilstock, Ash Magna/Ash Parva, Prees Heath, Ightfield and Calverhall

21.2. If your village is not included in the list of proposed Community Hubs or Community Clusters above, then this means that it will be 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies.

Principal Centre: Whitchurch

- 21.3. Whitchurch is one of Shropshire's largest settlements. As such it is identified as a Principal Centre within the Local Plan Review, recognising the settlement's excellent location on the transport network, its wide range of facilities, services and infrastructure, as well as the presence of significant existing and planned employment areas.
- 21.4. The Town Council has been developing its Town Plan which will identify a number of key local priorities. Whilst the Town Plan is yet to be published it is understood that early consultation has identified the importance of improving visitor accommodation, improving economic opportunities, providing enhancements to green networks and creating new pedestrian and disabled access to the eastern platform at the railway station.
- 21.5. A Local Economic Growth Strategy is also being prepared for Whitchurch which will set out Shropshire Council's local economic delivery plan in this area, helping the council to address priorities outlined in the overarching Economic Growth Strategy at a local level. This strategy will also have a key role in supporting existing business growth and attracting new business and investment into not just the town but also the surrounding areas.

Development Strategy

- 21.6. Whitchurch will act as a Principal Centre and contribute towards the strategic growth objectives in the north-east of the County. The Local Plan Review will seek to achieve balanced housing and employment growth within Whitchurch, through the provision of around 1,600 dwellings and around 17 hectares of employment development between 2016 and 2036.
- 21.7. In the first year of the Plan period (2016-2017) 90 dwellings were completed and a further 956 dwellings were committed through planning permission, prior approval or site allocation. Therefore, opportunities for around a further 550 dwellings will need to be identified through the Local Plan Review, through either new site allocations or windfall development.
- 21.8. There is a very significant committed site at Tilstock Road which will provide around 500 dwellings. This site is already allocated in the current SAMDev Plan and benefits from outline planning permission, and it is expected this site will begin delivery in 2019. It will be important that any new allocations do not compromise the delivery of this major scheme.
- 21.9. The proposed strategy therefore focusses on the delivery of a range of medium sized development sites in order to provide options which complement the delivery of the Tilstock Road site, whilst ensuring the benefits and impacts of development are spread out. Where appropriate it is proposed the development sites can contribute towards meeting some of the emerging objectives of the Whitchurch Town Plan.
- 21.10. The town already has two significant employment allocations still to be delivered at Waymills and Heath Road which together make up around 20 hectares. It is therefore not proposed to allocate additional employment land subject to an employment land review.

21.11. It is recognised there may need to be improvements to infrastructure provision to support additional growth. Scottish Power are currently planning a significant upgrade to the electricity supply in the north of the County which, subject to approval by the National Infrastructure Planning Unit, will increase capacity in Whitchurch by 2022. The Council will continue to liaise with other critical infrastructure providers, including water companies, the Clinical Commissioning Group (CCG) and the Local Education Authority to ensure housing and employment delivery is sustainable.

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	1,600
Dwellings completed in 2016-17*	90
Dwellings committed as at 31 st March 2017*	956
Remaining dwelling requirement to be identified	554
Dwellings to be allocated	440
Balance/Windfall allowance**	114

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Summary of employment land requirements

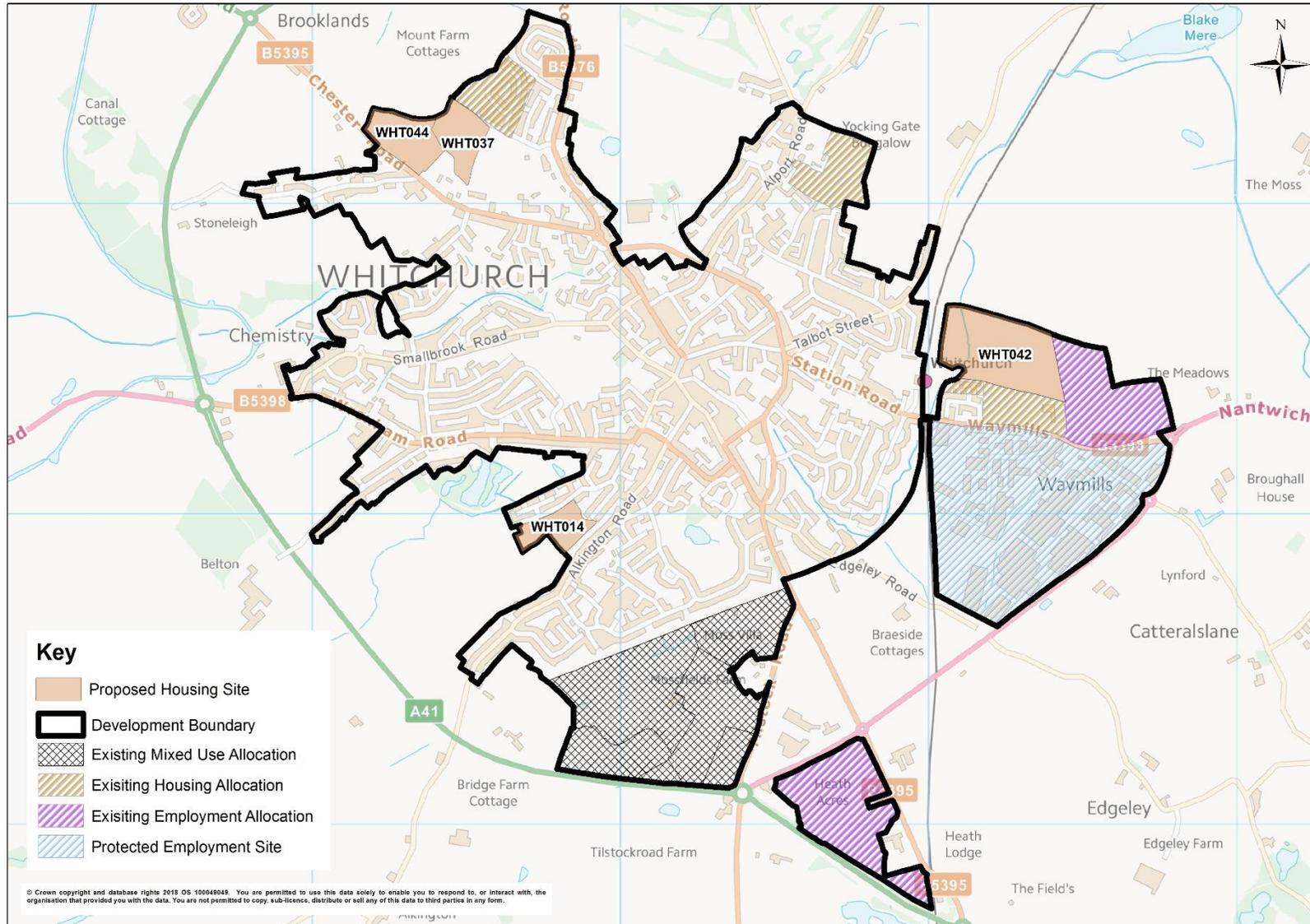
	Employment Land (Ha)
Preferred employment land guideline 2016-2036	17
Commitments and allocations as at 31 st March 2017*	20
Employment land shortfall	0
Employment land to be allocated	0
Balance/Windfall allowance**	0

* Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall development.

Preferred Development Boundary and Allocations

21.12. The map below identifies the location of the preferred allocations and the proposed development boundary for Whitchurch.



21.13. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
WHT037 and WHT044	Land to the north of Chester Road, Whitchurch	7.39	190 dwellings	Development to be delivered in a comprehensive manner in order to ensure sustainable development. Development to deliver a vehicular route to an adoptable standard through the existing Mount Farm development off Tarporley Road through to Chester Road, as well as supporting opportunities to encourage increased pedestrian and cycle access. Relevant supporting studies should be undertaken in order to support the delivery of the scheme.
WHT014	Land at Liverpool Road, Whitchurch	2.23	70 dwellings	Development to deliver local highway improvements to the Liverpool Road/Wrexham Road junction. Appropriate landscape buffering to the south of the site should be provided to protect the amenity of existing housing at Alkington Road. Site layout, design and housing type should respond to the natural topography of the site.
WHT042	Land North of Waymills (Phase 2), Whitchurch	8.20	180 dwellings	Development to provide a second phase to the existing mixed use allocation north of Waymills (shown on the map below). It is envisaged this will provide a natural extension to the existing allocated site and will provide further cross-subsidy support for the delivery of allocated employment land to the east. Development to facilitate improved pedestrian access to the east railway platform. Development will need to include suitable landscaping between the residential and employment parcels of the site, and support any further enhancements to green infrastructure.

Community Hubs

- 21.14. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements Document:
www.shropshire.gov.uk/media/8734/hierarchy-of-settlements-assessment.pdf
- 21.15. The village of Prees is being proposed as a Community Hub within the Whitchurch Place Plan area.

Prees

- 21.16. Prees is a large village off the A41 south of Whitchurch. The village has a good range of services and facilities, as is already identified as the focus of a Community Cluster along with Prees Higher Heath in the SAMDev Plan, and as such has already seen some recent development take place.

Development Strategy

- 21.17. Over the period to 2036, it is considered Prees should provide around an additional 64 dwellings to supplement the existing committed sites. This level of additional growth will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements where these are required as a result of development. Consideration has been given to the relatively high level of commitments in the village when establishing this additional housing requirement.
- 21.18. Delivery will primarily be through development of a single site to the north of the village on land to the west of Whitchurch Road between the new medical facility and Tudor House at the existing development edge. It is considered this site provides a natural extension to the village, within easy walking distance of the village's services.

Summary of residential requirements

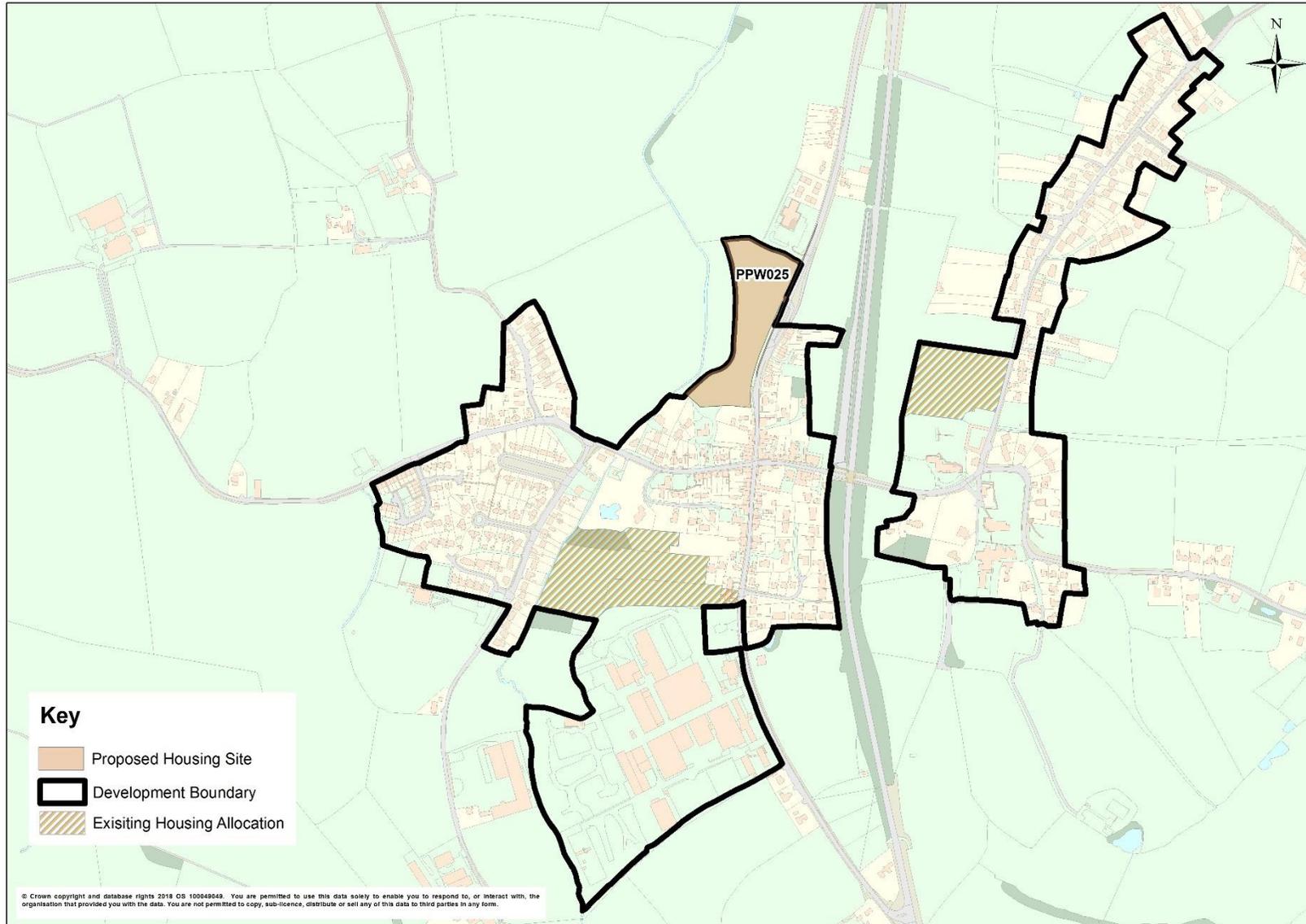
	Number of Dwellings
Preferred dwelling guideline 2016-2036	170
Dwellings completed in 2016-17*	8
Dwellings committed as at 31 st March 2017*	98
Remaining dwelling requirement to be identified	64
Dwellings to be allocated	35
Balance/Windfall allowance**	29

*Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018.

**Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Preferred Development Boundary and Allocation

21.19. The map below identifies the location of the preferred allocation and the proposed development boundary for Prees:



21.20. The table below provides information on the preferred allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
PPW025	Land North of Tudor House, Prees	1.74	35 dwellings	The site will be served from a vehicular access from Whitchurch Road. The site is to include a mix of dwelling types to reflect local housing needs, including bungalows. Open space and play facilities will be provided on site. The site is outside the local flood risk area.

Community Clusters

21.21. The identification of Community Clusters will primarily be based on the aspirations of those communities, as expressed by their Parish Council(s)/Parish Meeting(s). Regard will also be given to the Local Plan Review evidence base and the views expressed by promoters of sites, residents and other stakeholders.

21.22. Based on the responses received during previous stages of consultation on the Local Plan Review, the following Community Clusters are proposed to be designated in the Whitchurch Place Plan area:

- Tilstock, Ash Magna/Ash Parva, Prees Heath, Ightfield and Calverhall

21.23. Within Community Clusters, it is proposed that a criteria based policy will manage development. A draft of this policy was provided within the previous Preferred Scale and Distribution of Development Consultation Document, available to view at:

<https://shropshire.gov.uk/media/7632/preferred-options-consultation-final.pdf>

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Committee and Date

Cabinet

7 November 2018

Item

Public

COMMUNITY INFRASTRUCTURE LEVY (CIL) REGULATION 123 LIST

Responsible Officer Gemma Davies, Head of Economic Growth

e-mail: gemma.davies@shropshire.gov.uk Tel: ext. 8985

1. Summary

- 1.1 The purpose of this report is to seek Cabinet approval for critical and strategic additions to the Council's Community Infrastructure Levy (CIL) Regulation 123 List, and to agree indicative spend allocations for these additional projects.
- 1.2 The purpose of the CIL Regulation 123 List is to ensure that developers are not charged twice (through CIL and through Section 106) for the same development. The CIL Regulation 123 List also provides clarity on the critical and strategic infrastructure projects the Council will seek to fund from CIL over the next 12 months.
- 1.3 The Council's current CIL Regulation 123 List covers the period 2016/17. The proposal is to add and clarify a small number of critical and strategic projects to the existing list to update it for 2018/19.
- 1.4 As the proposed additions and clarifications to the CIL Regulation 123 List focus solely on known critical and strategic projects to be delivered in the coming year, it is therefore considered this can be agreed under the currently established CIL arrangements last set out in the Cabinet paper dated 29th July 2015.

2. Recommendations

Cabinet agree:

- 1) The proposed additions and clarifications to the existing CIL Regulation 123 List, as contained in this report.
- 2) The indicative spend allocations for the projects to be included on the CIL Regulation 123 List
- 3) Further Task and Finish Group meetings are arranged to discuss:
 - i. Broader issues around CIL funding arrangements and the Place Plans
 - ii. How best to communicate and consult with Town and Parish Councils regarding CIL funding arrangements and the Place Plans

REPORT

3. Risk Assessment and Opportunities Appraisal

- 3.1 As Local Planning Authority, Shropshire Council is charged with ensuring that new development is accompanied by the local facilities, services, and infrastructure which are needed to support a sustainable community. The Council receives contributions from new development through various mechanisms to help mitigate its impact and to deliver infrastructure to support the development of the area. The effective management of these revenue collection mechanisms and appropriate use of the resultant revenue is essential for compliance with national legislation and to manage the impact of new development by providing the infrastructure required.

4. Financial Implications

- 4.1 New development can impose a significant burden on existing facilities, services and infrastructure, including those which are the responsibility of Shropshire Council. Whilst substantial sums are collected annually from developer contributions, including CIL and S106, these amounts are highly unlikely to be able to support all identified infrastructure improvements. It is therefore essential that this revenue is prioritised and used effectively for investment in infrastructure for which no other funding sources are available.

5. Background

Community Infrastructure Levy (CIL)

- 5.1 CIL is a charge on new development to help fund supporting infrastructure across Shropshire. In Shropshire, the CIL charge applies to all new development that involves:
- The formation of one or more new dwellings, (including holiday lets), either through conversion or new build, regardless of size (unless it is 'affordable housing'); or
 - The establishment of new residential floorspace (including extensions and replacements) of 100sqm or above.
- 5.2 Shropshire Council took a decision in 2012 to distribute CIL revenue funds in the following way and this remains the current arrangement:
- Administrative Expenses – up to 5% of total, as set out in national regulations

- Neighbourhood Fund – 15% or 25% where there is a Neighbourhood Plan or Neighbourhood Development Order, as set out in national regulations

Of the remainder:

- CIL 'Strategic' – 10%
- CIL 'Local' – 90%

- 5.3 The maximum Administrative expenses charge is set by national regulations and cannot be altered locally. The minimum Neighbourhood Fund percentages are also set by national regulations and cannot be altered locally.
- 5.4 CIL 'Strategic' in Shropshire is defined as infrastructure which is vital to the delivery of Shropshire's development strategy and which will have County-wide importance. This will normally be infrastructure also defined as 'critical' and therefore has the highest level of priority.

CIL 'Local' funds also give highest priority to critical infrastructure and to infrastructure required in order to fulfil the Council's statutory functions. This principle was established when CIL was first introduced, and was set out in the last Cabinet Report dated 29th July 2015 that priority be given to using CIL Local funds:

'to deliver appropriate critical infrastructure, or infrastructure required in order to fulfil the Council's statutory functions. The types of infrastructure the CIL funds can be used are placed into three categories: Critical, Priority, and Key. The category of an infrastructure item is defined in the Place Plans, which are reviewed on an annual basis. Critical infrastructure is defined in the Core Strategy as necessary to ensure adequate provision of essential utilities, facilities (such as education places and health provision), water management and safe access, and are therefore higher priority items.'

CIL / S106 / NHB Task and Finish Group

- 5.5 On Friday 19 October, the Task and Finish Group received a presentation from officers regarding proposed critical and strategic priority additions to the CIL Regulation 123 List for 2018/19.
- 5.6 The Task and Finish Group reported back to the Performance Scrutiny Committee meeting on the 24 October.

Purpose of the CIL Regulation 123 List

- 5.7 Legally, local authorities must spend the CIL on infrastructure needed to support the development of their area. Shropshire Council publishes a CIL Regulation 123 List identifying those infrastructure needs which will be delivered in full or in part through the use of CIL over the coming year. Whilst there is no obligation on the Council to update the CIL Regulation 123 List on an annual basis, this has always been the Council's aspiration, as this reflects the annual review process for the Place Plans.
- 5.8 Production of the CIL Regulation 123 List is based on discussions with providers. This process is primarily aimed at offering certainty to developers and infrastructure providers in the short term and to mitigate any delays to planned development.

- 5.9 Where an infrastructure item is included within the CIL Regulation 123 List, in accordance within the National CIL Regulations (as amended), Section 106 Planning Obligations and Section 278 Highway Agreement (apart for where this agreement is drawn up by the Highways Agency) cannot also be used to secure this item. Whilst developers may be required to provide contributions to infrastructure through a variety of mechanisms, this restriction was introduced so that there is no duplication between the various types of developer contributions.
- 5.10 CIL income from new development can be spent on anything that constitutes "infrastructure" as defined by Regulation 216 of the 2008 Planning Act and the National CIL Regulations (as amended). This includes but is not limited to roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities, and open spaces. This is so long as the infrastructure supports the development of the area. The CIL guidance states that the levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision unless those deficiencies will be made more severe by new development.
- 5.9 Priority projects that are not included on the CIL Regulation 123 List that are identified over the coming year, and particularly following the finalisation of the updated Place Plans, may still be funded with CIL. We would envisage some priority projects for Highways to emerge in particular, for example community safety schemes. Officers in Highways are working closely with the CIL team to develop the programme and this will be informed by the development of the new Local Transport Plan.

Proposed additions to the CIL Regulation 123 List for 2018/19

- 5.10 The infrastructure schemes put forward for inclusion on a 2018/19 updated CIL Regulation 123 list have followed consideration of the following issues:
- Whether the scheme is included within the relevant Place Plan as *critical* infrastructure, taking account of the emerging updated Place Plans;
 - Where there is no *critical* infrastructure identified in the Place Plan, whether the scheme is considered a *strategic priority* scheme, i.e. will support the delivery of the adopted Development Plan and/or is of County-wide importance;
 - Whether it is necessary for the scheme to be funded in 2018/19 i.e. over the next 12 months.
- 5.11 The proposed project additions and clarifications for the updated CIL Regulation 123 List are included overleaf. There is a presumption in favour of using available CIL funds for items on the CIL Regulation 123 List.
- 5.12 The Council, as Local Planning Authority, is unable to negotiate additional Section 106 contributions for infrastructure items included on the CIL Regulation 123 List. Conversely, items not included within the CIL Regulation 123 List may still be delivered through CIL funds. For this reason, the additions to the CIL Regulation 123 List for the year 2018/19 focus solely on those items where there is a high

degree of confidence additional Section 106 contributions will not be sought. Inclusion on the CIL Regulation 123 List is an agreement the Council intends to fully or partly fund these items from available CIL funds.

Proposed Additions to the CIL Regulation 123 List for 2018/19

Location	Requirement	Level of Priority
Education		
Shifnal	Shifnal Primary School – 2 new classrooms	Critical
Shifnal	St Andrews CE Primary School – 2 new classrooms	Critical
Market Drayton	Market Drayton infants – 1 new classroom and 1 classroom refurbishment	Critical
Market Drayton	Market Drayton Junior – provision of 2 new classrooms	Critical
Whitchurch	Whitchurch Junior – 2 new classrooms and 2 classroom refurbishments	Critical
Baschurch	Baschurch C Primary – 1 new classroom	Critical
Hadnall	Hadnall CE Primary – 1 new classroom	Critical
Utility Provision		
Whitchurch	Whitchurch South Foul Drainage Improvement Scheme	Critical

- 5.13 The table below sets out the indicative CIL funding required for the proposed additions to the CIL Regulation 123 List. The below also includes the proposed CIL funding for the capital programme for two highways and transport schemes that are already on the current CIL Regulation 123 List as we now have further clarity around indicative funding requirements. This is an estimated cost based on the information available at this time.

Indicative funding requirements for additions to the CIL Regulation 123 List

Location	Requirement	Level of Priority	Indicative CIL Funding for capital programme
Education			
Shifnal	Shifnal Primary School – 2 new classrooms	Critical	£700,000
Shifnal	St Andrews CE Primary School – 2 new classrooms	Critical	£700,000
Market Drayton	Market Drayton infants – 1 new classroom and 1 classroom refurbishment	Critical	£80,000
Market Drayton	Market Drayton Junior – provision of 2 new classrooms	Critical	£20,000
Whitchurch	Whitchurch Junior – 2 new classrooms and 2 classroom refurbishments	Critical	£590,000
Baschurch	Baschurch C Primary – 1 new classroom	Critical	£255,000
Hadnall	Hadnall CE Primary – 1 new classroom	Critical	£325,000
Utility Provision			
Whitchurch	Whitchurch South Foul Drainage Improvement Scheme	Critical	£700,000-£900,000

Indicative funding requirements for projects already on the CIL Regulation 123 List

Location	Requirement	Level of Priority	Indicative CIL Funding for capital programme
Highways and Transport			
Shrewsbury	Outstanding Shrewsbury Integrated Transport Projects	Strategic Priority	£2,000,000
Shrewsbury	Improvements to Churncote roundabout	Strategic Priority	£300,000

List of Background Papers

Shropshire Local Development Framework: Adopted Core Strategy March 2011

Cabinet 4th April 2012 - Local Development Framework (LDF) implementation plan

Cabinet 30th July 2014 – Delivering Place Plans: Prioritising Outcomes

Cabinet 29th July 2015 – Place Plan Priorities and Community Infrastructure Levy List 123 update

Cabinet Minutes 23 May 2018

Cabinet Member (Portfolio Holder)

Cllr Robert Macey - Portfolio Holder for Planning and Housing Development

Local Member – All**Appendices – None**



Committee and Date

Cabinet

Wednesday 7 November 2018

SHREWSBURY BIG TOWN PLAN BIG TOWN PLAN VISION AND FRAMEWORK

Responsible Officer Gemma Davies, Head of Economic Growth
e-mail: Gemma.davies@shropshire.gov.uk Tel: (01743) 258985

1. Summary

- 1.1 The Shrewsbury Big Town Plan (SBTP) is the outcome of a collaborative process that has successfully brought together business representatives, elected Members, educational establishments and public sector officers to create a collective vision and strategy, to help guide Shrewsbury's future. It sets the aims, aspirations and vision for Shrewsbury now and for the future.
- 1.2 Its purpose is to become an investment prospectus where individuals and organisations looking to invest in Shrewsbury have a clear idea of the town's vision, aspirations and development opportunities – and how they can be part of that. It also provides a strong statement for residents, employers and visitors to Shrewsbury of how they can expect their town to develop over time, and how that growth and change is being planned, coordinated and communicated.
- 1.3 This report is the follow up to the recommendations that were approved by Cabinet on 25th July 2018 which included:

Cabinet agrees that Shropshire Council continue to be an active, lead partner in the Big Town Plan alongside Shrewsbury Town Council and Shrewsbury BID to coordinate the action planning and implementation of the development opportunities detailed within the Big Town Plan. This aligns with Shropshire Council's direct involvement in the delivery of development opportunities, subject to the necessary financial appraisals, due diligence and necessary approvals.

Cabinet agrees that the Shrewsbury Big Town Plan – Final Draft be made available for public consultation for a period of three weeks. A summary of this consultation along with the final version of the Big Town Plan will be brought back to a future Cabinet.

Cabinet agrees that the final version of the Big Town Plan (post public consultation) will form part of the evidence base to inform the emerging review of the Local Plan; and, the principle of using the Big Town Plan as a

material consideration in decision making on relevant planning applications can be established.

- 1.4 This report's purpose is to detail the summation of the Consultation activity and subsequent insights that took place during August and September 2018 (further detail is within this report) and identify how the consultation feedback has been incorporated where necessary into the Final Plan.

The report identifies the results of the consultation activity whilst also detailing the other 'non-traditional' activity that has taken place such as the stakeholder event and workshop, use of social media and the academic research that has been undertaken in Shrewsbury that defines the county town as a 'go ahead place'.

The public consultation took place for a period of 5 weeks (not 3 weeks as previously identified) and the exhibition remained in St Marys Church, Shrewsbury from 1st August 2018 to 19th September 2018.

This alongside the defined approach and the subsequent successful joint working between Shropshire Council, Shrewsbury Town Council and Shrewsbury Business Improvement District (BID) operating as the "Big Town Plan Partnership" has resulted in the co-creation of the Shrewsbury Big Town Plan Final Version. – provided as Appendix 1.

- 1.5 The creation of the frameworks that sit within the SBTP underpin it and its vision and they are referred to within the Plan as 'Big Town Framework Plan' providing flexibility to reflect changing market demands, and 'windfall' opportunities whilst providing a set of key principles that draw on adopted Council Development Plan policies and underpin the future development of Shrewsbury.
- 1.6 The Big Town Plan and its vision and framework in its current format seeks to layout key themes and principles that will see positive and considered change in the development and subsequent vitality of Shrewsbury, the county town of Shropshire over the next two decades.
- 1.7 Shrewsbury BID Board had endorsed the Plan in its draft format on 19th July 2018 and it was also discussed at Shrewsbury Town Council's Finance and General Purpose Committee on 30th July 2018.

The finalised Shrewsbury Big Town Plan is now presented to Cabinet to seek endorsement as stated in the recommendations below, also taking into consideration the recommendations that were previously approved by Cabinet on 25th July 2018. It is understood that Shrewsbury Town Council will also do the same at their Full Council meeting on 12th November 2018.

2. Recommendations

- 2.1 Cabinet endorses the final version of the Shrewsbury Big Town Plan following consultation as Appendix 1.**

- 2.2 Cabinet agrees that the final version of the Shrewsbury Big Town Plan will form part of the evidence base to inform the emerging review of the Local Plan, and will be considered in the Local Plan Consultation on Preferred Sites.**
- 2.3 Cabinet agrees that the principle of using the Shrewsbury Big Town Plan as a material consideration in decision making on relevant planning applications can now be established. The degree of weight that can be attached to the Big Town Plan will depend on the individual circumstances.**
- 2.4 Cabinet agrees for the Council to continue its participation in the Shrewsbury Big Town Plan partnership to take forward implementation of the plan including the development of a delivery plan for each of the key themes. This will involve the Portfolio Holder for Economic Growth and relevant officers.**

REPORT

3. Risk Assessment and Opportunities Appraisal

- 3.1 The Shrewsbury Big Town Plan incorporated the views obtained from residents, visitors and businesses during the broad public consultation that took place in September 2017. There has been additional engagement with public sector parties, business representatives and a number of organisations with specific interest in Shrewsbury through a series of workshops, a 'masterplanning week' and an on-going Big Town Plan Team (Steering Group). The on-going support and commitment of these stakeholders will play an important role in taking the Big Town Plan forward and its subsequent delivery.

All of those Stakeholders, and those who have subsequently identified themselves as 'Shrewsbury Stakeholders' were engaged during the consultation period and individually asked to provide feedback.

They were also invited to attend a celebration event in St Marys Church on 19th September 2018 which included an Institute of Place Management (IPM) High Street workshop facilitated by representatives of IPM and Ministry of Housing, Communities and Local Government (MHCLG). Shrewsbury was chosen to be one of only five workshop locations that took place across England. 35 representatives from those organisations attended the event.

- 3.2 A screening Equality and Social Inclusion Impact Assessment (ESIIA) has been undertaken. Whilst this Plan is economically focused there are considered to be many benefits in terms of equality, diversity and social inclusion associated with a resilient economy such as increased employment opportunity, provision of housing, infrastructure benefits, facilities and utilities and well-being improvements which is a key driver of the Big Town Plan.

In particular, a medium positive impact would be intended for the groupings of Age, Disability, Pregnancy and Maternity, Sex, and also Social Inclusion. This would be due to an emphasis on skills and learning, aiding young people; flexible working to

accommodate caring responsibilities across age ranges and genders; and action to address access challenges for those living in low income households and/or those travelling in from rural areas, eg fuel poverty and digital / broadband connectivity issues.

Furthermore, there is potential for an increase in the positive likely impact in equality terms from low to positive, for the groupings of Gender Reassignment, Race, Religion and Belief, and Sexual Orientation, provided that efforts are made to engage with faith communities and LGBT communities and with those undergoing gender reassignment.

The Partnership will also find merit in making due reference to and use of other policy strands within the Council and for partners, around use of green space, air quality issues, public protection measures such as the Public Space Protection Order (PSPO) in place within Shrewsbury, and other safeguarding policies. Taken together, these wider societal and environmental considerations will contribute towards helping to create a welcoming environment across all groupings within the community, thereby aiding the intended positive impacts.

As stated, there will be ongoing efforts to engage with people in the Protected Characteristic groupings, particularly where low levels of responses to public consultation have been received to date.

Further screening assessments will be made at timely junctures in the development and implementation of the Big Town Plan, with a view to building incrementally on the evidence gained and strengthening ongoing engagement with communities and businesses and other stakeholders and with all Protected Characteristic groupings within communities.

- 3.3 The extensive public consultation that has taken place for the Big Town Plan has informed the Big Town Plan Framework Plan. Having the analysis of the data demonstrates that efforts have been made to show 'due regard' to the needs and views of our population groups when developing and implementing policy and strategy and when commissioning, procuring, arranging or delivering services.

It has also identified to the Big Town Plan Partnership the importance of on-going dialogue during the next stages of the development and delivery of the Big Town Plan. As a result of the feedback from the consultation it has been agreed by the Partners to revisit the Big Town Plan annually, in February of each year during the Darwin Festival, to ensure that the plan remains relevant and is reviewed and disseminated and its success celebrated as appropriate.

4. Financial Implications

- 4.1 It is anticipated that through the collaborative approach that has been taken so far future costs incurred in the creation of further action and delivery plans will be met by the three lead partners, ensuring financial responsibility does not lie solely with Shropshire Council. The cost of further development work will be met by existing budgets in the immediate term.

- 4.2 Upon Shropshire Council identifying a commercial opportunity through the Big Town Plan Framework, or anticipating the need to be directly involved in the delivery of a scheme or project a full financial appraisal will be undertaken and subject to the governance and approval processes of the Council.

5. Background

- 5.1 The key themes and principles (with associated spatial plans) within the Big Town Plan have been developed following extensive consultation. The consultation feedback is provided within Section 6 alongside the proposed changes made to the draft version to create the final version attached in Appendix 1.

- 5.2 The original intention of the Shrewsbury Big Town Plan was to provide a refresh of the Shrewsbury Vision Regeneration Framework previously agreed by Cabinet on 19th October 2011. This was felt necessary in light of significant developments that had taken place since that time such as the establishment of the Shrewsbury BID and University Centre Shrewsbury and the effect they have had on Shrewsbury alongside wider economic drivers that reflected both the changing town environment and social and technological advances.

- 5.3 More importantly, it identified an opportunity to create a new plan that had renewed relevance, engagement and stakeholder buy-in. Starting from the point that successful towns and cities need strong leadership and active stewardship the collaborative approach undertaken by Shropshire Council has created co-ownership of a vision for Shrewsbury with a number of parties that will steer its future direction.

- 5.4 The Big Town Plan provides further guidance on achieving a number of strategic policy objectives set out in the adopted Local Plan. It is derived from the Shrewsbury Vision, a masterplan vision for the town that informed policy in the current Local Plan (The Core Strategy and SAMDev Plan). In particular, Policy C2 of the Core Strategy specifically references the Shrewsbury Vision and draws key policy elements of the integrated approach and to ensure the balance and co-ordination required.

The Local Plan Review currently in preparation to set the Plan for Shropshire to 2036, will set the scale of growth for the town and identify site allocations to support the delivery. However, a number of things will influence the development strategy, in particular the Final version of the Shrewsbury Big Town Plan prepared to support the aspirations of Shrewsbury Town Council, Shrewsbury's Business Improvement District (BID) and Shropshire Council alongside the large number of stakeholders who co-created it.

Whilst not a formal part of the Development Plan, the Big Town Plan has established a compelling and challenging shared vision and development framework for the town, and will act as part of the evidence base in the ongoing preparation of the Local Plan Review.

At the heart of the Big Town Plan is the aspiration for the town to achieve balanced growth. This means providing greater encouragement to deliver housing and commercial development in and around the town centre to complement the delivery of additional new development on the edge of the town. This aspiration responds directly

to the need to enhance physical connectivity and to re-think the role of town centres, particularly in the light of changes to the retail market.

5.5 In addition to the strategic policy associated with the adopted Local Plan the timing of the endorsement of the Shrewsbury Big Town Plan ensures that the frameworks contained within it are embedded within the emerging Local Transport Plan (LTP4) for Shropshire. The Big Town Partnership will continue to be involved in the development of LTP4 as a key stakeholder ensuring alignment of both Plans and subsequent delivery strategies.

5.6 Shropshire Council's Economic Growth Strategy 2017-2021 has three key objectives of supporting and growing new and existing businesses, attracting inward investment and developing and retaining talent and skills. Shrewsbury is well-placed with its assets, development opportunities and its outstanding quality of life to deliver on all of these. The aspirations of the Big Town Plan align with the Economic Growth Strategy.

6. Additional Information – Summary of the Consultation

While it was recommended that the public consultation take place for 3 weeks it took place over a longer period of 5 weeks and the Exhibition remained in St Marys Church in the centre of Shrewsbury from 1st August 2018 to 19th September 2018.

The analysis of this consultation has been undertaken by Shropshire Council's Insights Team to ensure objectivity and transparency in approach as they collated and analysed the 2900 responses to the first public consultation in September 2017.

There are some observations that were commented on by both the public and the stakeholders, and there is an apparent need to keep consulting with people especially where there is further detail about the specific outcomes of certain projects and on how these may affect their daily lives. The desire for more detail to be made available was the key take away from the consultation activity.

The use of social media to disseminate information remains important, and as a result of the consultation a source of information on how best to inform and influence residents, businesses and visitors using this medium has been provided to better support this activity.

This section details not only the consultation that was undertaken using traditional methods and techniques it identifies additional activity that is able to provide insight and clarity to support the understanding of the Plan and its implications going forward.

6.1 Public Consultation feedback & impact on SBTP

The public consultation that was undertaken required participants to fill in a questionnaire that was available both on line at www.shrewsburybigtownplan.org and as paper copies to complete at the Exhibition at St Marys Church in Shrewsbury town centre.

The key elements of the feedback are summarised below, and the full report is included in Appendix 2: Results from the SBTP 2nd Public Consultation.

6.1.1 Responses and Profile of Respondents

214 people responded to the survey of which:

- 102 completed a paper copy at the Exhibition
- 74 completed via a PC or laptop
- 23 completed via a smartphone
- 15 completed via a tablet

The age split of respondents was:

- | | |
|---------------------|-----|
| • 60 - 84 | 44% |
| • 45 - 59 | 26% |
| • 30 – 44 | 18% |
| • 20 – 29 | 6% |
| • Prefer not to say | 3% |
| • 15 – 19 | 1% |
| • Under 15 | 0 |

There was good representation across most of the age groups – particularly from those aged 30-84. This is encouraging and suggests that the mixed method consultation approach (an online survey with walk in exhibition and hard copy surveys) has worked well in engaging people.

6.1.2 The impact the Big Town Plan will have

Just over a third of respondents had taken part in the first consultation that took place the previous September. However, this consultation has reached a new audience, 66% of respondents, which is very positive.

Some comments praise the way the SBTP had been presented, others suggest that the maps in the plan could be improved with greater contrast between legend colours and symbols making the map detail clearer and that additional location identifiers would help with map bearings. During the staffed exhibition many people asked to see a map of how things are now in 2018 as a comparison. That map was provided and a copy of that is now included in the final version of the Plan alongside clearer maps and associated legends.

Respondents felt all of the four themes (Rethinking movement, vitality and life, nurturing natural Shrewsbury and creating a place for enterprise) set out in the Big Town Plan will have an impact on Shrewsbury - all four themes scored very similarly with average ratings varying between 6.2 and 6.7 out of a possible 10.

The themes 'Rethinking movement and place' and 'nurturing natural Shrewsbury' scored highest overall both with an average rating of 6.7 out of 10. These themes cover priorities including pedestrian priority in the town centre, a cycle and pedestrian network including new development areas, and measures to reduce through traffic and Severn Way national footpath, Valley parks and new west and

north leisure corridor. It is noted that respondents aged 30-44 tended to be more positive in their assessment giving average scores over 7.

The Shrewsbury Green Network, Raising Design Quality – the Shrewsbury Test and 10 Goals for Shrewsbury were the three highest ranking elements of the Big Town Plan. Respondents aged 30-44 were most positive about the Shrewsbury Green Network with an average score of 6.8 out of 10.

6.1.3 Key comments made about the Plan's content

Getting around Shrewsbury

Almost half of the comments related to how people will move around Shrewsbury either by foot, bicycle, car, or some form of public transport.

- The most frequent comment related to the bus station which people felt appeared to be missing from the plans, and questioning how future plans may affect its use and accessibility to the town and the railway station.
- Many people talked about access to/from and around the town centre
- Heavily linked into access was the issue of cars and car parking
- Cycling was talked about by a few people who questioned if demand/popularity would be as suggested in the SBTP. Whilst the topography of the town (being based on a hill) was seen to be a deterrent to cycling to some, of greater concern was the lack of secure cycle parking, and the current cycle path network which was considered poor.
- Those people who discussed pedestrianisation mainly talked about the area around the railway station and were concerned that proposals needed to include drop off spots for people with baggage as well as easy access to taxis and bus stops. However, a number of people felt positive about the concept of pedestrianisation – they mentioned Smithfield Road as a good place to reroute traffic and create a promenade.
There were also comments received ensuring that the blind, partially sighted and the deaf are further considered as the proposals develop alongside older people who may be unsteady on their feet and how small children and buggies navigate the streets.
- Access to and around the town for people with, or caring for people with, disabilities was discussed.

Other Comments

The remaining comments about the proposals, just over half, covered a large number of topics but with less frequency (typically fewer than 6 people):

- It was felt that anti-social behaviour and individual safety around the town centre had not been addressed in the SBTP.
- Everyone who mentioned green space was in favour of protecting the areas we have.
- Shrewsbury USP was important to some people who felt that it was Shrewsbury's independent shops that made the town individual and that this should be embraced.
- The needs and requirements of local residents and shoppers was felt, by some, to have been overlooked.

- A small number of people pointed to the canal at the Flaxmill and potential opportunities it would bring.
- A need for better jobs in Shrewsbury - professionals will commute to Telford, Wolverhampton and Birmingham
- Including play space for young children to young adult
- Preserving and incorporating the historic buildings within Shrewsbury, namely Rowleys House, Darwins House, Town walls and buildings to the back of Pride Hill
- Divided opinions of the notion of building houses in/near the town
- Keeping the streets, and public areas (including toilets) clean
- The links to improved well-being from green spaces
- Providing town information using modern technology, eg QR Codes, interactive maps, audio trails.

6.1.4 Comments relating to the strategy, decision making and process

There were a large number of comments, almost 50, that related to the principles behind the SBTP rather than the content of the plan these included:

- Designing the town centre in sympathy with the town history, heritage and location was important to people, as was considering the need to boost economic activity to the town.
- Some people talked about the strategy and management process, and the challenges to bring it to fruition, the need for a delivery plan and to be clear of its scope and reach.
- There was a desire to see more detail. In general, where people asked for more detail they had been positive about the plan and its vision, but they were keen to see more.

6.2 Stakeholder consultation feedback & impact on SBTP

The Stakeholder consultation was also provided in the form of a questionnaire that could be filled in either on line or printed out and completed. The responses by Stakeholders were very limited and of the seven that chose to respond only two chose to fill in the questionnaire, with its set format, preferring instead to write their feedback in varying formats, which have been very complex in a number of instances.

There is general support for an annual showcase event – and this was replicated informally at the event on 19th September too.

6.2.1 Key ideas that were said to be missing from the plan from the seven responses were:

- Retention / development of the bus station
- Railway Station Travel Plan
- Provision of taxi and short-term parking at the railway station
- Restoration of the Shrewsbury Canal as part of the Northern Corridor

- Trans-shipment service (to eliminate large delivery vehicles)
- Tourism, including coach sites
- Underground car parking with lifts into town centre
- Shorter, manoeuvrable buses
- Retention of Smithfield Rd (instead a 'plaza' above it)
- Increased interpretation of the river towpath
- Shrewsbury Design Guide for building developers (eg, *Building for Life.12, Cambridge Housing Guide*)
- LOTS(Living Over the Shop) housing scheme to ensure affordable quality housing
- Up-river initiatives to reduce flooding
- Development of Frankwell Quayside
- Diversion of youths away from restaurants
- Craft quarter (eg furniture restoration, wood carving, stained glass work, blacksmithing)
- Reopening of the pedestrian route to the railway station platform 3 from Abbey Foregate via the railway river bridge.
- Affordable rental space for artists
- Safe walking/cycling routes from neighbourhood into the centre
- 20mph town centre speed limit
- Cycle bridge downstream of the Welsh Bridge
- Secure, convenient cycle parking
- Car clubs
- Road layout design guidance for bus services (eg Chartered Institution for Highways & Transportation (CIHT) Buses in Urban Developments)
- Disabled and elderly people accessibility
- Plans to reduce air pollution from town traffic
- Town centre itself improvement plans
- Benefits to peoples' health & wellbeing

When asked how they could support and further promote the SBTP they identified promotion via the Shrewsbury & Newport Canal radio station and canal press with everyone suggesting support via social media and their website and giving space to the SBTP at events alongside a specific offer of help to design a new cycle network.

6.2.2 Level of Response & its impact on changes to the Plan

Having involved the organisational stakeholders throughout the process and particularly in the co-creation during the Masterplanning week in March 2018 the limited numbers of responses is not unexpected.

When a number were asked at the Stakeholder event on 19th September 2018 as to why they hadn't officially responded to the final consultation many remarked that they didn't feel they had needed to. Stating that they were comfortable with the strategic, directional element of the SBTP and knew that there was more detail to come in the delivery and feasibility stages– and their involvement and insights at that point would be important.

All of the detailed responses made by Stakeholders have been fully reviewed. They could have been incorporated into the finalised Shrewsbury Big Town Plan as they

all sit within the four key themes but it is more appropriate that they are fully considered and investigated, given the detail they involve, during the next stages of the Plan's development.

6.3 Additional Engagement Activity & impact on SBTP

6.3.1 Celebration Event

In addition to the written responses to the consultation an event on 19th September 2018 was organised by the Shrewsbury Big Town Plan Partnership to bring back together all partners who had been involved in the co-creation of the plan and additional organisations who were now involved. This involved a talk through of the plan and the ethos behind it by LDA Design, alongside the next steps the plan would take (this is summarised in Section 7) and was attended by over 35 organisations.

Furthermore, senior figures from the Ministry for Housing, Communities & Local Government (MHCLG), the High Streets Expert Panel (chaired by Sir John Timpson) and the Institute of Place Management (IPM) facilitated a workshop at the event as one of only five towns in England who had been chosen to host these workshops. Its purpose was to allow Stakeholders to advise government directly on what consumers and communities want from their High Streets and look at how challenges can be overcome to ensure that high streets and town centres remain vibrant and fulfil the needs of society.

This involved Head of Regeneration at MHCLG Laura Hurley, Members of the High Streets Expert Panel Councillor Graham Galpin and Sophia de Sousa alongside Director and Visiting Professor of IPM Simon Quin.

6.3.2 Academic Research

Helen Steers, a former central government policy manager and now a postgraduate student at the University of Sheffield has undertaken research as part of an MA in Politics, Governance and Public Policy. This involved interviewing a number of organisations across Shrewsbury. Her research identified that there are two key areas that despite a number of challenges faced in the Town, appears to put Shrewsbury ahead of many comparable places:

*A theme that can be broadly defined as “**decision making and partnership**”, is drawn from interview responses about the Local Government approach that shares ownership of decisions and is focussed on enabling others to deliver in consortia or in partnership with the two Councils. Interview participants identified a positive impact from shared decision-making, multi-layered governance and effective challenge in the civic arrangements. A prominent example highlighted is the BID, a business led and politically independent partnership that is working together with the Town and County level governments to shape and deliver the Shrewsbury future strategy.*

*The second theme that emerged from interviews is of “**community and place**”. There is a strong and active civil sphere in Shrewsbury that fosters community cohesion with lots of places and events where people come together, interact and show high levels of participation and interest. Interview responses universally mention that it is a safe place with low levels of crime. A theme that runs*

through this sphere of Shrewsbury life is that the natural beauty and well-preserved history are key factors in why people love living in and visiting Shrewsbury.

In addition, her work involved assessing what aspect of Shrewsbury life had potential to be replicated elsewhere and concluded:

There is an element of design in how governance has been managed in Shrewsbury that has contributed to it being a “go ahead” place, particularly in the push for inclusiveness in decision-making, the empowering of organisations to do what is needed and with that growth in trust. Governance activity extends beyond the systems of government to successfully engage and secure buy-in to the needs of the town for mutual benefit. At the centre of that success is the multi-centred approach across networks on the inside and outside of Government that has allowed ownership of some issues to sit with the people who have the expertise and can support the best solutions.

6.3.3 Social Media

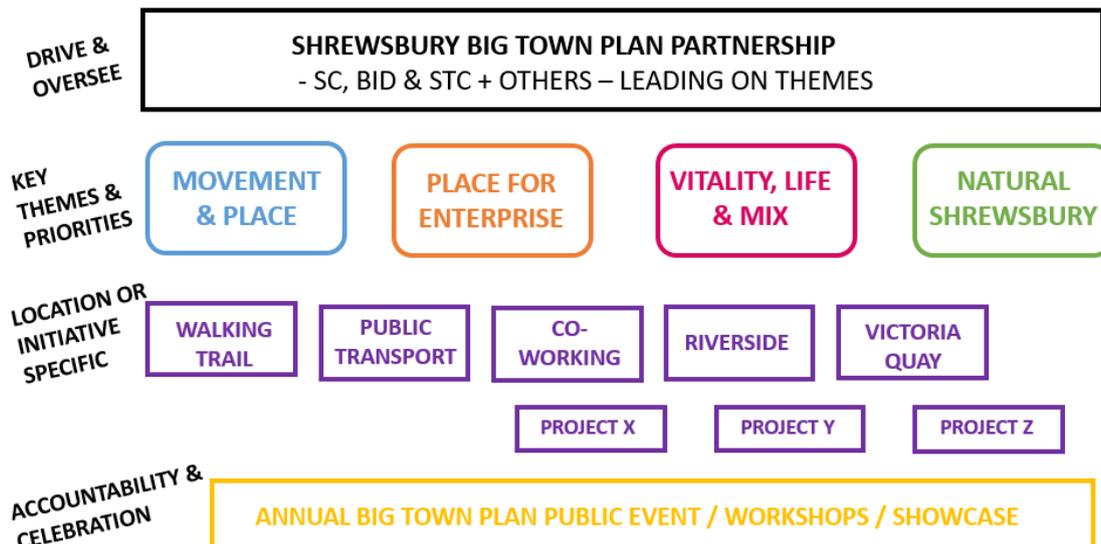
On twitter @bigtownplan has 704 followers including many of the Stakeholders the Partnership has been engaging with. This activity has also been supported by the Institute of Place Management (IPM) and has widened the reach of the Shrewsbury Big Town Plan regionally, nationally and internationally.

7. Partnership Arrangements and Proposed Next Steps

7.1 The next stages of implementing the Shrewsbury Big Town Plan involves:

7.1.1 Formalising the governance arrangement for the Partnership and its purpose.

A summary of the draft arrangements that were shared with attendees at the celebration event in September is below;



The key purposes of the Partnership include;

- Being the Custodians of the Plan
- Engaging with Stakeholders
- Development of the Delivery Strategy and Plans
- Ensuring vision and frameworks are not diluted over time
- Meet with potential investors
- Bring forward projects
- Coordinate PR activity

7.1.2 Setting up of working groups

A number of groups including Victoria Quay and Green Network / Natural Shrewsbury and Co-working have already commenced activity and are involving multiple partners and stakeholders, with an immediate desire to commence the Shrewsbury / Shropshire test grouping.

Delivery strategies will be based on the four key themes of; movement and place; place for enterprise; vitality, life and mix; and natural Shrewsbury and they will underpin subsequent delivery and will interweave as necessary.

A further delivery strategy and plan will be undertaken for the 'Big Connection Regeneration Potential' taking into consideration the other activity being undertaken in many of the five locations already. The intention of all five strategies is to investigate and assess the feasibility and delivery of the outcomes needed for the town and identified within the SBTP.

The partnership will oversee the preparation of these strategies and the intention is to complete them by April 2019.

- 7.2 The Big Town Plan has been constructed to ensure it is able to contribute and conform with the objectives and policies of the Local Plan. Whilst the Shrewsbury Big Town Plan itself does not form part of the statutory Development Plan for the area, it does provide important guidance on the implementation of policies CS2 and S16. Its use would add value to the evidence base and help inform the emerging review of the Local Plan, and the associated Local Plan Consultation on Preferred Sites.

In addition, the principle of using the Shrewsbury Big Town as a material consideration in decision making on relevant planning applications further supports the objectives and policies of the Local Plan. The degree of weight that can be attached to the Big Town Plan will depend on the individual circumstances.

- 7.3 In taking forward the Big Town Plan the delivery strategy and plans will be developed alongside the Local Plan Review, the Local Transport Plan (LTP4) and the Shrewsbury Place Plan. **Further integration between these documents will be maintained** alongside Health and Wellbeing, and Culture and Leisure services to embed the principles of the Big Town Plan to develop Shrewsbury and put people at the heart of our town. Ensuring the Plan is also embedded in the next

Marches Local Enterprise Partnership Strategic Economic Plan (SEP) and wider regional plans as necessary will remain a key priority.

8. Conclusion

- 8.1 The momentum surrounding the Shrewsbury Big Town Plan is significant and is coupled with proactive, extensive engagement that has created an environment of collaboration that the Partnership is keen to continue and capitalise on.
- 8.2 There is a real desire by large numbers of Stakeholders in and around Shrewsbury to begin the next stages immediately. Many organisations have already engaged with the Big Town Plan and the Partnership in the new way the Plan intended – in collaboration, at the early stages of development opportunities and with a real sense that there is now direction on how the town should develop over the next two decades.
- 8.3 This new approach that has co-created the Shrewsbury Big Town Plan and will continue into the next steps has brought Shrewsbury to the attention of a national audience who now see the town as a 'go-ahead' place. The involvement of the Institute of Place Management (IPM) and Ministry of Housing, Communities and Local Government (MHCLG) who chose Shrewsbury as one of only five places in the country to hold their High Street workshops is testament to the impact the Shrewsbury Big Town Plan is already having on the county town, wider Shropshire and its hinterland.

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)

- Shrewsbury Vision Regeneration Framework 2011
- Shrewsbury Big Town Plan Draft Version – July 2018
- Local Plan Consultation on Preferred Sites Cabinet Report – 7th November 2018

Cabinet Member (Portfolio Holder)

Cllr Nic Laurens, Portfolio Holder for Economic Growth

Local Members

Councillors Peter Adams, Dean Carroll, Nat Green, Kevin Parry, Ioan Jones, Julian Dean, Ted Clarke, Pam Moseley, Hannah Fraser, David Vasmer, Alan Mosley, Peter Nutting, Nic Laurens, Jane McKenzie, Keith Roberts, Tony Parsons, Harry Taylor

Appendices

Appendix 1: Shrewsbury Big Town Plan Final Version

Appendix 2: Results from the SBTP 2nd Public Consultation

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SHREWSBURY BIG TOWN PLAN



Project Partners:



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Created and designed by:

LDĀ DESIGN

In association with:





FOREWORD

This Big Town Plan heralds a step change.

A change in how we work collaboratively as a town and a change in what we can achieve together.

This is the first time that there has been a genuine willingness of all the key partners to pool resources and work cohesively to plan for our town's future with realistic, practical and sustainable aspirations – with a clear route map of how we get there.

It is ambitious and bold, reshaping the physical public realm and matching it with an outstanding public experience. Through this Plan, we revolutionise movement around our town and attract vital investment.

We are continually listening to what the public wants to see happen, and have taken soundings and insights from businesses and key stakeholders.

We are putting people at the heart of the town, so it becomes an even better place to live, visit, work and invest. The Big Town Plan provides the springboard to achieve it.

Now it's time together to make it happen.



Mike Matthews, Chair of Shrewsbury Business Improvement District



Councillor Nic Laurens, Portfolio Holder for Economic Growth, Shropshire Council



Councillor Alan Mosley, Leader of Shrewsbury Town Council

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INTRODUCTION

Shrewsbury's Big Town Plan clearly sets out how we want to shape the evolution of the town over the next two decades. It is the result of an extraordinary coming together of individuals and organisations, decision-makers, business leaders, Council officers and local experts, working together to refresh previous Shrewsbury visioning work that informed the Local Plan, in a new way that has not happened before that re-establishes its relevance.

Everyone involved is united by two things; an abiding love of the town; and, an ambition to shape the town's future, ensuring that it thrives in the future.

The Big Town Plan is made-up of two parts. The first part is a shared vision which charts the course ahead for the Town and sets the level of ambition. The second part is a framework plan which shows how and where we want change to happen in the town. Over a period of just a few months individuals and organisations have worked together to set out the vision and to agree a far-reaching framework plan, making best use of the in-depth understanding and knowledge within the town and bringing in some of the best outside expertise in town visioning and development planning. This is the result.

Our aim is to put people at the heart of our plan-making and place-making and we want to achieve this in four ways:

- Rethinking movement and place;
- Supporting, creating and nurturing vitality, life and a mix of uses;
- Creating a place for enterprise;
- Nurturing natural Shrewsbury.

THE BIG TOWN VISION

We see the Shrewsbury Big Town Plan as a blueprint for how County Towns or other towns might adapt and evolve in the middle part of the 21st Century. As the birthplace of the father of evolutionary science we want to celebrate Darwin's legacy by developing the Big Town Plan as a blueprint for thoughtful and purposeful change and adaptation in the Town into the future.

We recognise how special Shrewsbury is and we want to direct and manage change in a way that is sensitive to its identity and its character and respectful of its heritage. Our Big Town Vision supports the Local Plan to provide balanced growth over the next two decades in a way that is centred on people and place, with more attention directed to encouraging development and life in the town centre and those places on the edge of the town centre that are in need of new life and new purpose. We also want to make those places on the edge of town better connected, giving them identity and character that makes them better places and feel a greater part of Shrewsbury.

By 2036, we picture a Shrewsbury where in amongst the familiar landmarks and the timeless streets are exciting new and re-used buildings and new spaces where new life and new activities have taken hold. Parts of the town that were once dormant have now been re-colonised. Around the Station and the northern corridor, it feels very different. Great new buildings rub shoulders with re-used older buildings. New workers and residents pour in and out of the station, under the brightly-lit railway arches and colonise new cafes and the new square in front of the Station. Cyclists make their way along the new "low-line" green corridor along the former canal to the busy Flaxmill Maltings.

Traffic in the town centre is very light and slow-moving. Pedestrians and cyclists can walk and move wherever they want, making the streets their own. Accessing the historic town from the riverside now feels intuitive as new buildings and public realm create sight lines and visually exciting routes that draw you to discover new places that link Pride Hill with a new traffic-free riverside promenade.

Shopping patterns have changed, the independents and destination brands are thriving, people spend more time in town, browsing, shopping, eating and drinking in roof-top bars and visiting the cinema. In the evening, people stroll up and down Smithfield, now free of traffic. New housing overlooks the river where the multi-storey and bus station used to be and people sit out in new cafés enjoying the view and the evening sun.

The Market is going from strength to strength and around it are clusters of new business start-ups, many connected to the growing University. The West End has changed too, the network of streets and spaces including Mardol are largely traffic-free. Surface car parks have been repurposed and replaced with capacity at the edges of the town centre with clear routes to move people into and around the town centre so the town remains accessible to all and the environment more welcoming. In their place are a vibrant mix of uses including new parts of the University, workspace and apartments. It feels very different walking down to Victoria Quay or to the Quarry with new, high quality pedestrian routes.

The whole town is much better connected by cycle or on foot, in a safe way, avoiding conflict with vehicular traffic. It is possible now to make your way across town by cycle or on foot. Not only is there a great network of routes into town but there are now new links to the River too and routes leading out into the wider countryside. Places on the edge of town that once felt a bit soulless have changed too. Old-style retail and employment parks are now mixed-use places with new housing, parks and greenspaces and

links into town. There are now much closer networks and links between the Hospital, healthcare, sports and leisure and schools and colleges.

We make decisions differently now. The Big Town Plan means that we test everything against the vision. New development and new infrastructure has to pass what we will call "the Shrewsbury Test". – referenced as the Shrewsbury Development Strategy (CS2) in the adopted Core Strategy. Does it support our vision? Does it strengthen the identity of Shrewsbury? Is it right for that part of town and most importantly, does it make life better for people?







HOW WE ADAPT AND EVOLVE



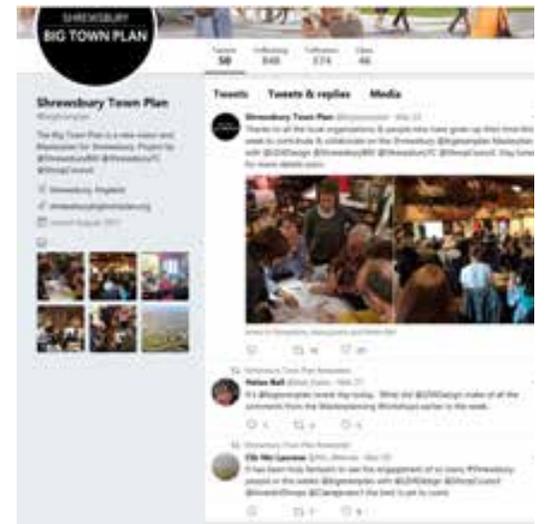
The process of developing our Big Town Plan meant we needed to do three things:

- Firstly, to draw together our collective understanding of Shrewsbury.
- Secondly, gain a better understanding of the challenges facing towns like Shrewsbury
- Finally, we needed to exchange and test ideas and set our priorities for change under the four main headings.

Improving our understanding of Shrewsbury

To make the right decisions about how the town needs to adapt to the challenges ahead, more needed to be done to understand the town. The views of the 5,000 residents, visitors and businesses who visited the Big Town Plan pop-up shop / consultation event that took place in September 2017 were instrumental to this process. The analysis of their views and the capturing of their desires and aspirations provided insights that enabled in-depth individual knowledge, in addition to gathering data and mapping from different sources. By overlaying and simplifying these complex layers, clear patterns emerged.

At the heart of this analysis was an ambition to understand the character and identity of different parts of the town. We also recognised that some parts of the town would be highly sensitive to change, in the historic centre for example, and other parts like the northern corridor where the right kind of change and intervention would be desirable.





10 Goals for Shrewsbury

1. We want to make it much better for the pedestrian and cyclist, especially in the town centre. This means shifting the balance of priority given to movement across the town from the private car to walking and cycling and greater use of rail and bus.
2. We recognise the rapid changes in working patterns and working practice. We want to create new, flexible workspace environments built around buzzy, active places, both in and around the town centre and out on the edge of town.
3. We want to plan for future sustainable growth that utilises development opportunities on a mix of sites, including land in and on the edge of the town centre, as well as development on land located on the periphery of town.
4. We want to build strong physical and virtual networks connecting education, healthcare, business start-ups, new industries and sports provision across the town to improve mobility and to form new alliances. The importance of well-being in Shrewsbury is key.
5. We want to open up the housing market in the town through increasing choice and improving affordability. This means increasing town centre living and introducing different housing models and tenures.
6. We are very proud of our education establishments. We want to retain more of our best young talent in the town and attract new talent from outside. We want to support innovation and start-ups in exciting new places.
7. We want to strengthen the all-round appeal of the town centre based around better place-making, the town's extraordinary built heritage and the visitor experience. We want to strengthen independent shopping whilst continuing to attract destination brands. We want to inject greater diversity of use into the centre, housing leisure, entertainment, culture and the arts.
8. We want to make this green town greener still, by connecting existing green spaces across the town, making new links and new parks where we can and making much more of the River corridor. We want to make strong connections from the town centre, through the suburbs and out into the wider countryside and improve the health and well-being for everyone.
9. We want to raise the quality of design across the town, particularly for new housing. We will develop what we will call "The Shrewsbury Test" to raise standards for all new development.
10. We want to encourage new development, infrastructure and investment but will take a much more holistic and integrated approach to the way we make decisions making them more joined-up in line with the Vision and Big Town Plan.

Setting goals for Shrewsbury

The challenges facing Shrewsbury in the next two decades will bring about change whether we like it or not. Many of them are universal pressures and others are more individual to Shrewsbury. We want to face these challenges head-on and we will direct and shape the changes that emerge from them in the Big Town Plan in a way that delivers the greatest benefit to Shrewsbury. They need to fit with our vision and the Big Town Plan.

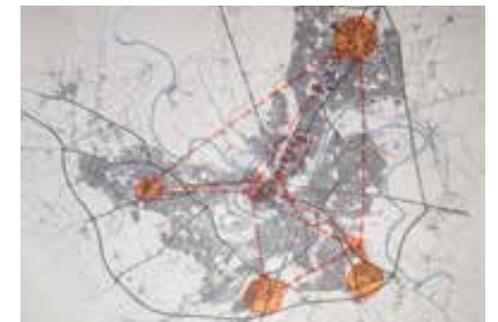
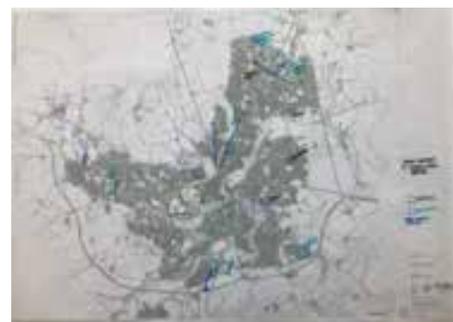
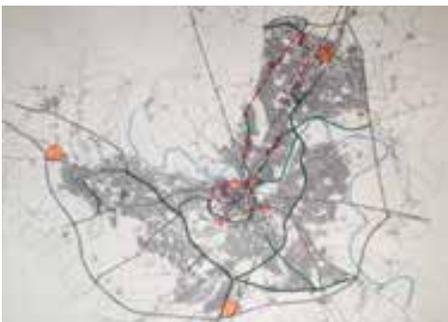
These are the goals we want to set for now, although we know that there will be others that appear over the next two decades that we don't yet know about. The goals we set are illustrated on the left and in setting these we know we can face these challenges head on.

What we decided - setting our priorities

The Big Town Plan had highlighted four key themes and the Big Masterplanning Week took these four themes to explore how they would be expressed in physical form as part of the framework plan and most importantly how they create synergy. These were:

- Rethinking movement and place
- Supporting, creating and nurturing vitality, life and a mix of uses
- Creating a place for enterprise
- Nurturing natural Shrewsbury

By focusing on each theme and utilising the understanding of Shrewsbury with the data gathered and the expertise involved three important priorities under each theme were identified.



Movement and Place

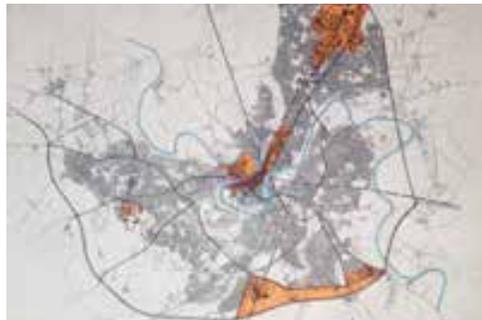
Top 3 priorities:

1. Pedestrian priority in town centre
2. Cycle and pedestrian network including new development areas
3. Measures to reduce through traffic

A Place for Enterprise

Top 3 priorities:

1. Grade A office space within the town centre
2. Flagship creative work hub at West End
3. High quality shared space / studios along northern corridor



Vitality, Life and Mix

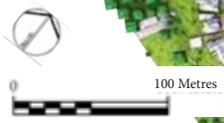
Top 3 priorities:

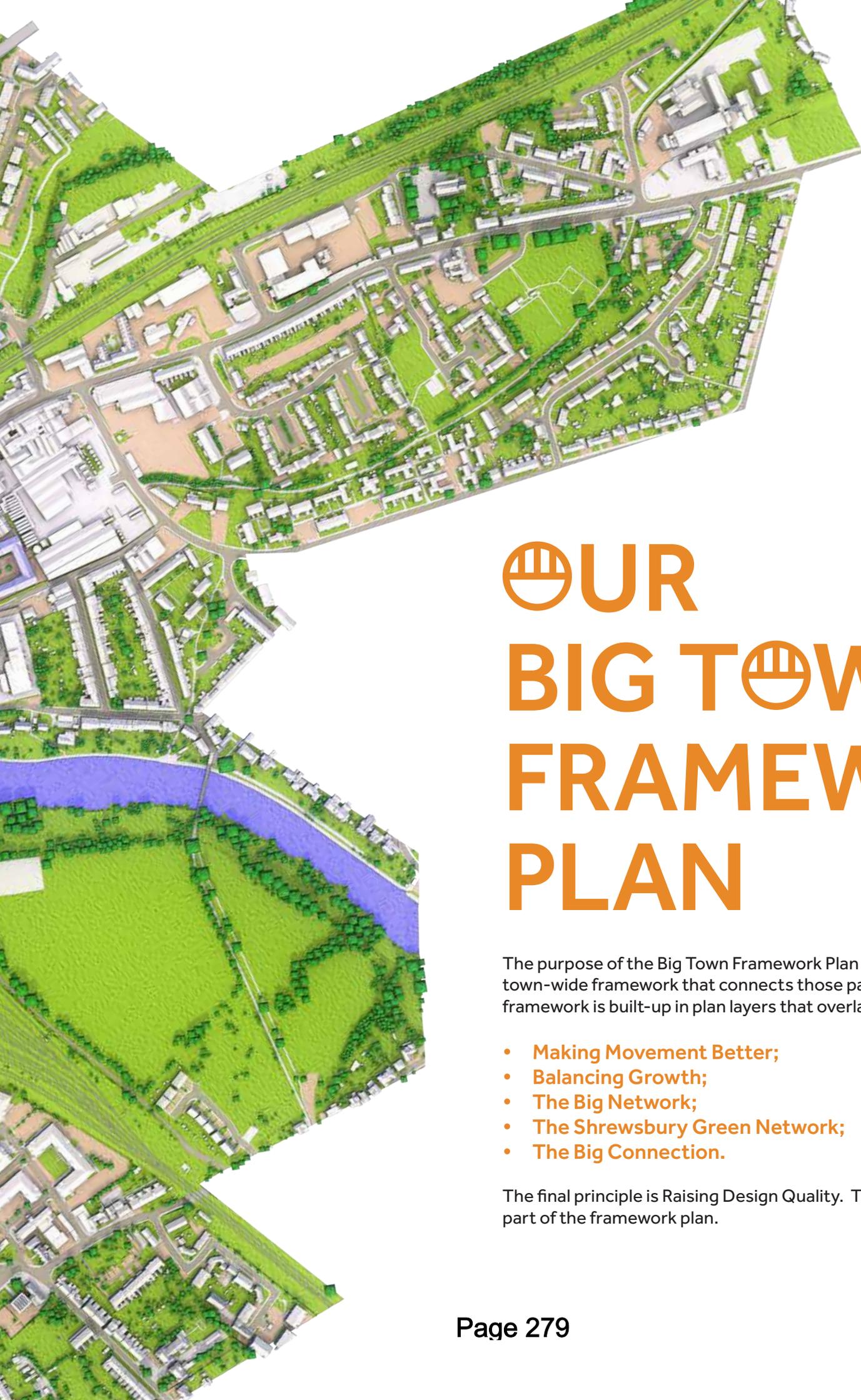
1. Victoria Quay – Riverside - Railway Station
2. Station approach / Castle Street
3. West End and Rowley's House

Nurturing Natural Shrewsbury

Top 3 priorities:

1. Severn Way national footpath
2. Valley parks
3. New west and north leisure corridor



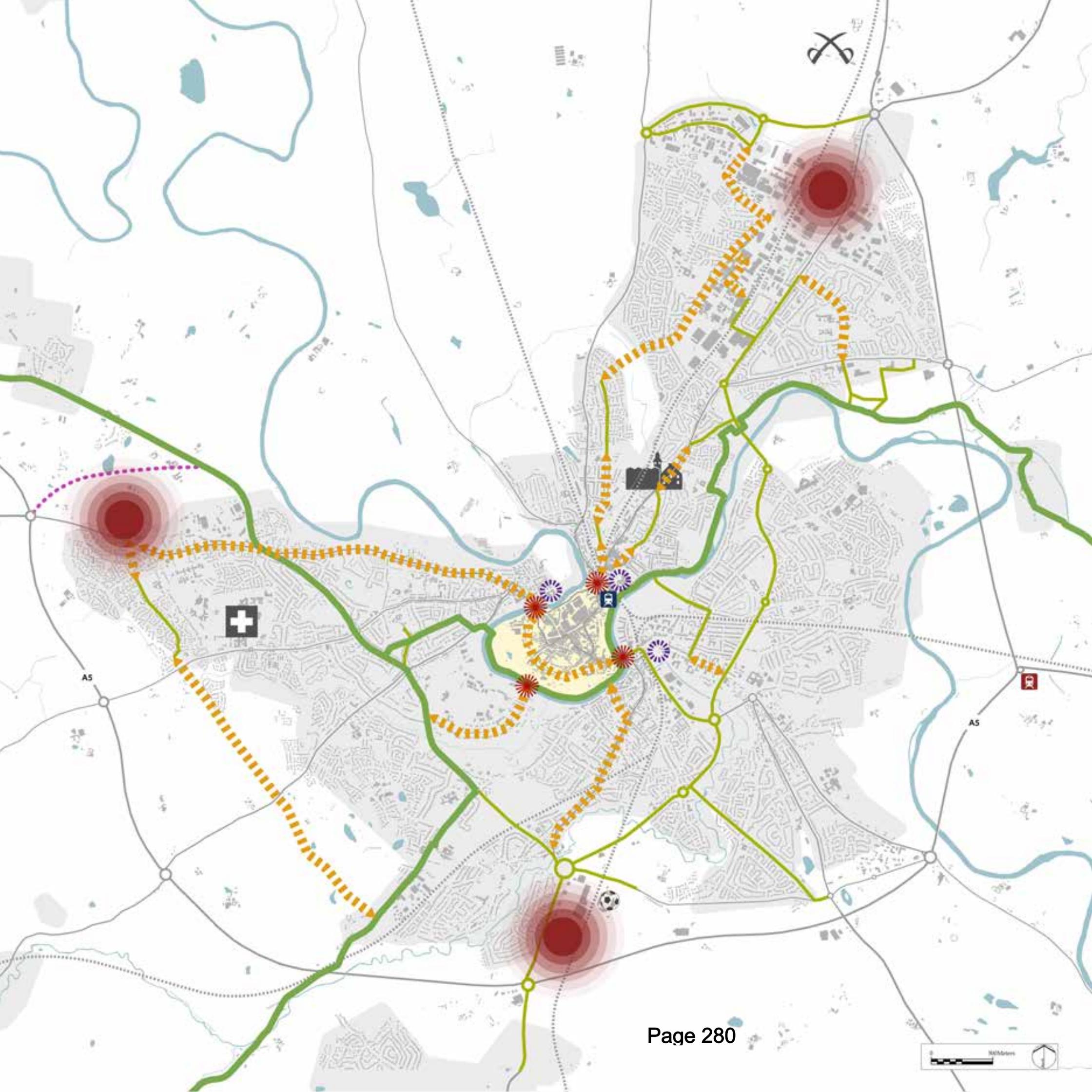


OUR BIG TOWN FRAMEWORK PLAN

The purpose of the Big Town Framework Plan is to establish a clear set of spatial principles, a physical, town-wide framework that connects those parts of town where we want change to happen. The framework is built-up in plan layers that overlay the town:

- **Making Movement Better;**
- **Balancing Growth;**
- **The Big Network;**
- **The Shrewsbury Green Network;**
- **The Big Connection.**

The final principle is Raising Design Quality. This is a town-wide principle rather than a plan that forms part of the framework plan.



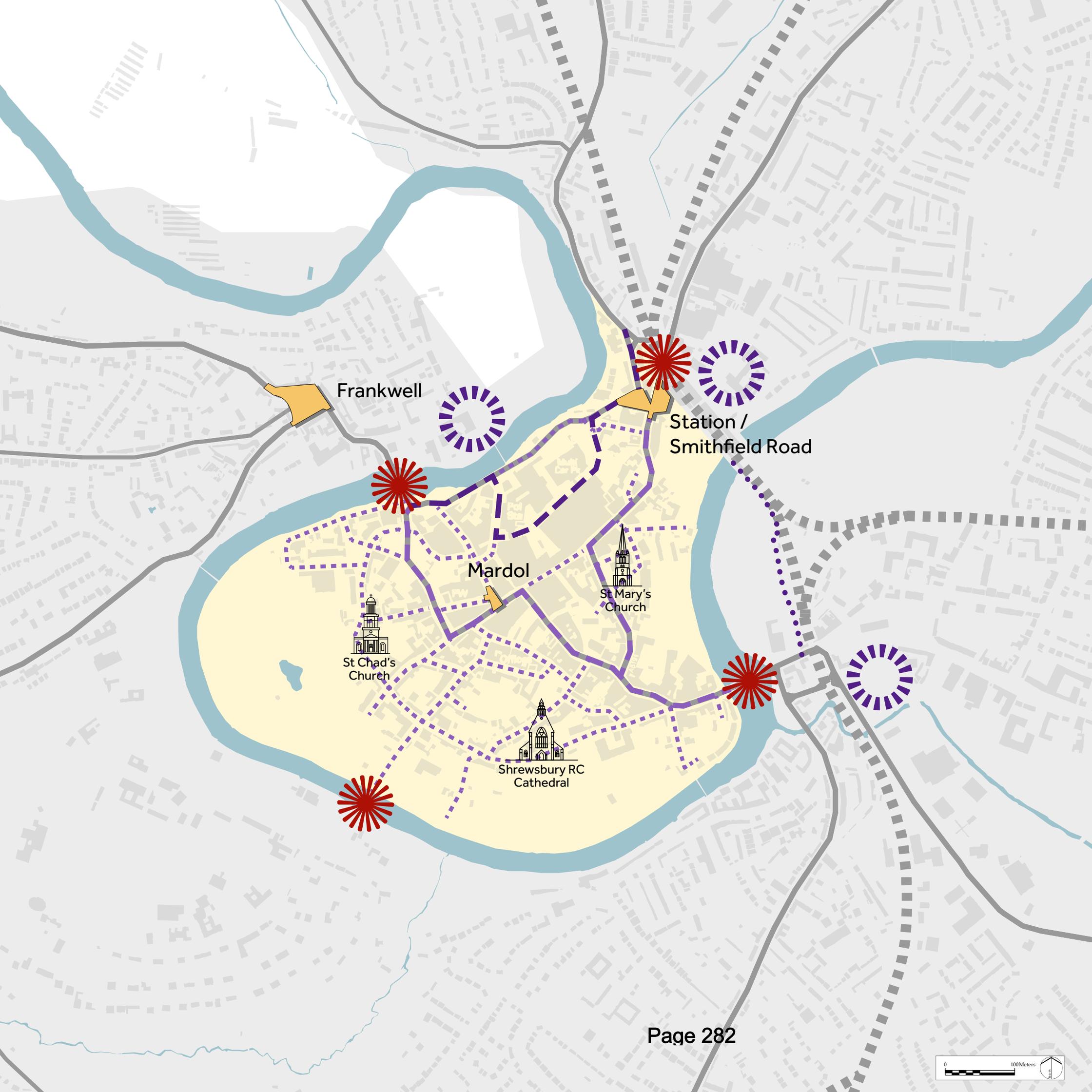
MAKING MOVEMENT BETTER



We want to make movement in the town better for everyone. Our three priorities are:

- pedestrian priority in the town centre;
- a better pedestrian and cycle network across the town; and,
- measures to reduce through traffic in the town centre.

At a town-wide level our proposal is to rethink the public transport provision and to strengthen and extend the network of cycleways, primarily located on road but with the aim of creating off-road routes. This would involve the re-apportionment of existing road space in favour of pedestrians and cyclists over other road users. The town needs radial as well as arterial routes to link places like the hospital, edge of town employment sites and other destinations.



Frankwell

Station /
Smithfield Road

Mardol

St Chad's
Church

St Mary's
Church

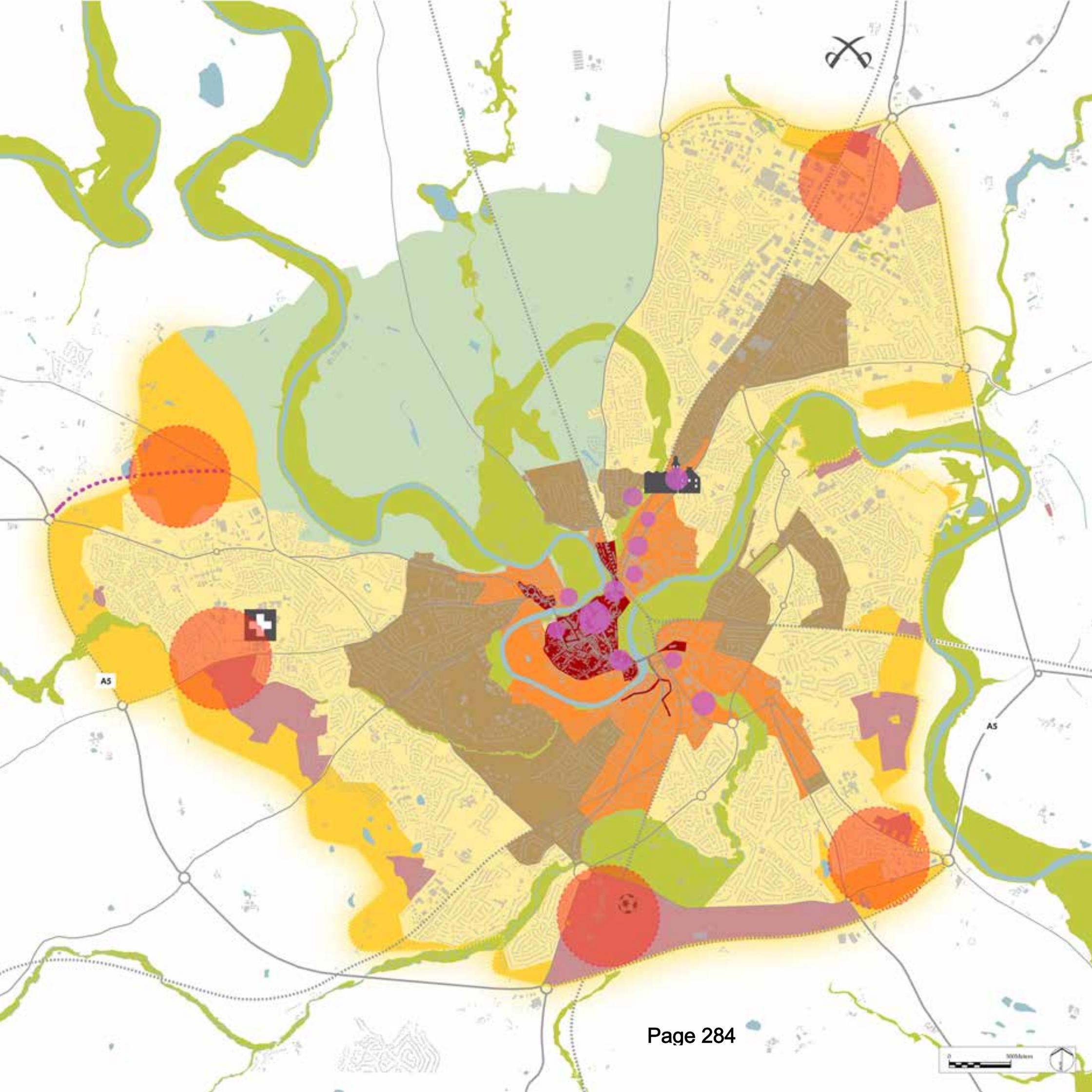
Shrewsbury RC
Cathedral

MAKING MOVEMENT BETTER

-  Town centre pedestrian priority area
-  Pedestrian priority routes (highest place quality)
-  Informal streets (high place quality)
-  Enhanced streets (mixed priority)
-  Reopening of the pedestrian route to the railway station platform 3 via from Abbey Foregate via the railway river bridge
-  Potential access control points into town centre
-  Enhanced car parks
-  Public realm improvements

The aim is to significantly reduce through-traffic in the town centre and the measures include:

- Better quality decked and multi-storey car parks on the edge of the town centre or at key gateways, ensuring adequate provision and that the town remains accessible to all;
- Gradual rationalisation of town centre parking;
- Repurposing of surface car parking;
- Improving the arrival experience for shoppers and visitors with good car parking design;
- Giving priority to pedestrians over cars in the town centre;
- Improving the setting and immediate environment around the town's historic buildings and streets
- Public realm improvements that benefit pedestrians in the town centre;
- Explore environmentally-friendly methods of moving people in and around the town centre such as public bicycle hire schemes, electric hop-on hop-off buses and so on;
- A new strategic cycle route along Town Walls;
- Reopening of the pedestrian route to the railway station platform 3 via from Abbey Foregate via the railway river bridge;
- The redirection of through traffic from Smithfield to Raven Meadows turning Smithfield into a pedestrian-priority promenade;
- Exploring demand management measures at the bridges using latest technology.



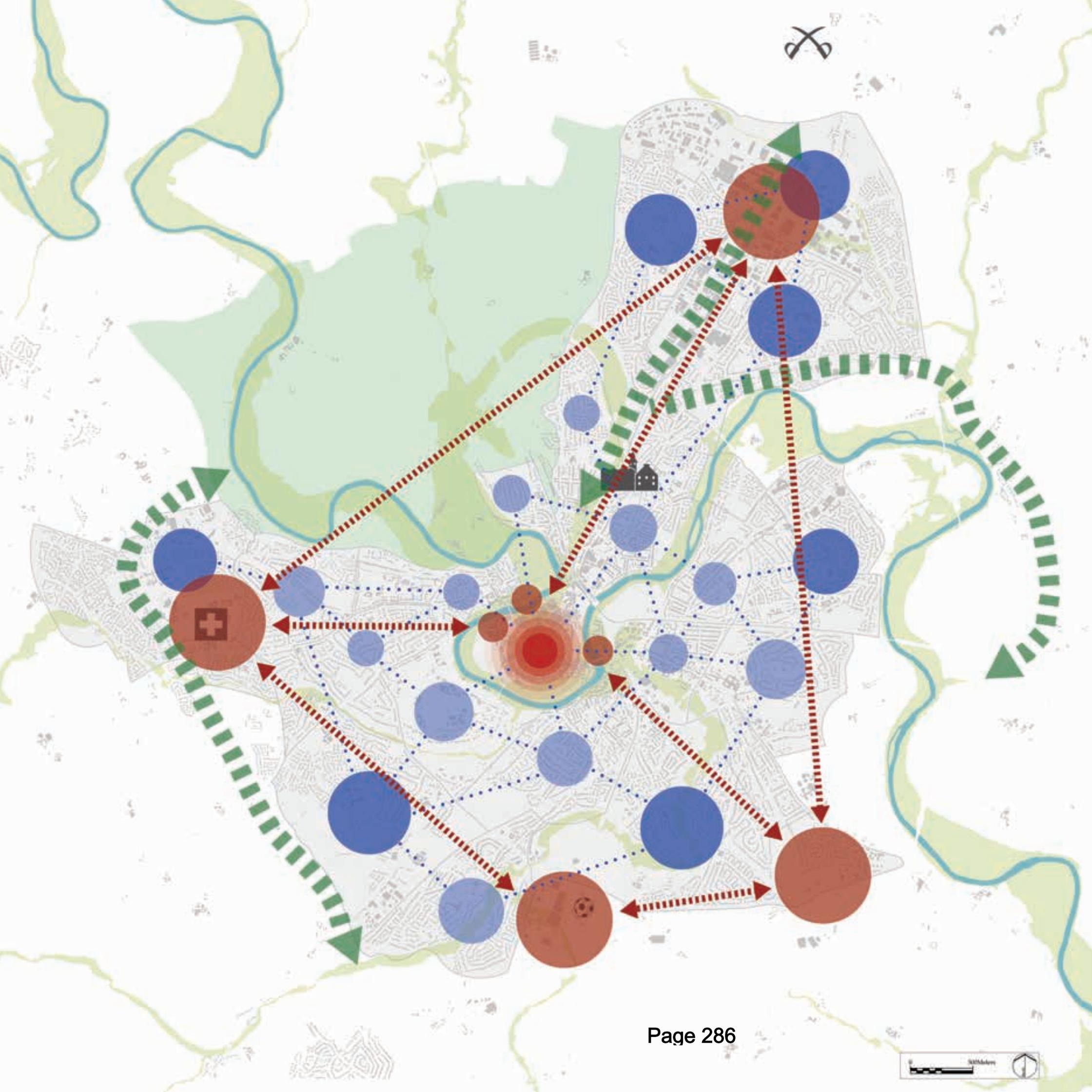
BALANCING GROWTH

SHREWSBURY'S OUTWARD EXPANSION

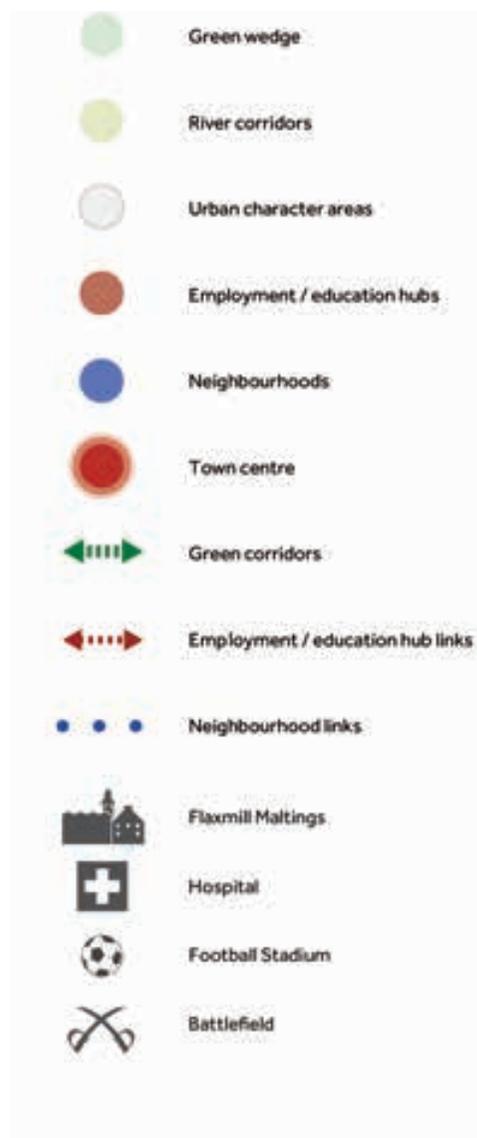
-  Pre 1800
-  C19th
-  C20th
-  Late 20th/Early 21st
-  Establish limits to growth
-  Strategic local plan allocations
-  Protect the green wedge
-  Increase density in existing urban extensions
-  Direct Development to key areas in town centre
-  Phase 1 Oxon Link Road
-  Flaxmill Maltings
-  Hospital
-  Football Stadium
-  Battlefield

We want to achieve a better balance in future, between growth directed towards the edge of town and growth located in and around the town centre. Growth is planned and will happen on the edge of town, but we want to encourage and promote growth in and around the town centre too. Different parts of the town can deliver different things and a greater choice and diversity of housing and workspace. Our aims are:

- To promote more intensive development on under-used or empty sites in and around the town centre;
- To promote better place-making in development planned on the edge of town with buildings brought closer together, creating more enclosure and attracting more activity including a better mix of uses and better connections into town and into existing neighbourhoods;
- To encourage smarter working and better networks both physical and virtual between important sectors such as education, healthcare, sports and leisure, industry and business.



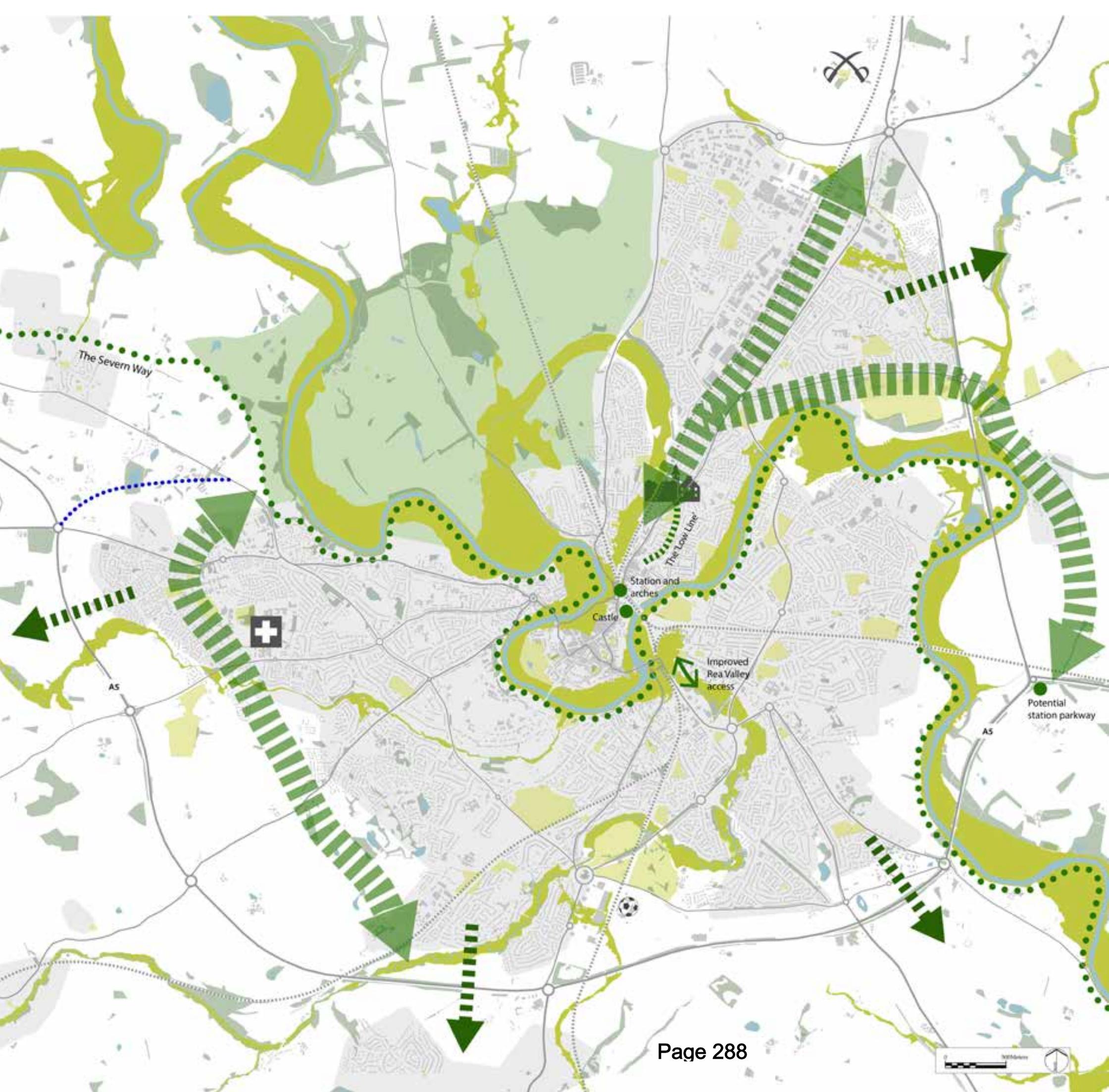
THE BIG NETWORK



The term “smart cities and smart towns” is frequently used when planning for future growth. This is about harnessing new technologies to connect people and businesses, understanding how they disrupt conventional patterns of land use and infrastructure.

One of the smartest things Shrewsbury can do is to remain compact and to direct new businesses towards real places and avoid perpetuating standard edge of town business parks. We have mapped where these places are, some are on the edge and need to become more intensive and mixed use, others located in and around the town centre and in existing neighbourhoods, re-populating and intensifying areas like the northern corridor, re-using and re-fitting existing buildings in and around the centre.

Networks need to be physical, involving better mobility between parts of the town. This is also about business and virtual networks that will link the Hospital, the College, training centres and business start-ups. Better networks can facilitate better outcomes, such as for example, understanding how to attract nursing staff into the hospital by delivering good quality key worker housing in the town centre and improving cycling and public transport links.



THE SHREWSBURY GREEN NETWORK



The town is blessed with extraordinary greenspaces, courtesy of the River Severn corridor and a superb landscape setting. However, Shrewsbury does not make the most of what it has and we want to make greenspace much more accessible for people and to make it richer and more biodiverse. We want people to enjoy better access to the river and other waterside places. We want our Big Green Plan to improve the health and well-being of people in the town, by promoting walking, cycling, greater enjoyment of outdoor space and greater access to the countryside. Our aims are:

- To connect up the wider greenspace network across the town, making new green links where possible and improving existing links and green corridors;
- To make much more of the River Severn corridor and its tributary valleys and brooks that form key green spaces within the heart of the urban area ;
- To ensure that new development, wherever it is planned, delivers better quality and strategic greenspace that connects to our existing green spaces and proposed new corridors.

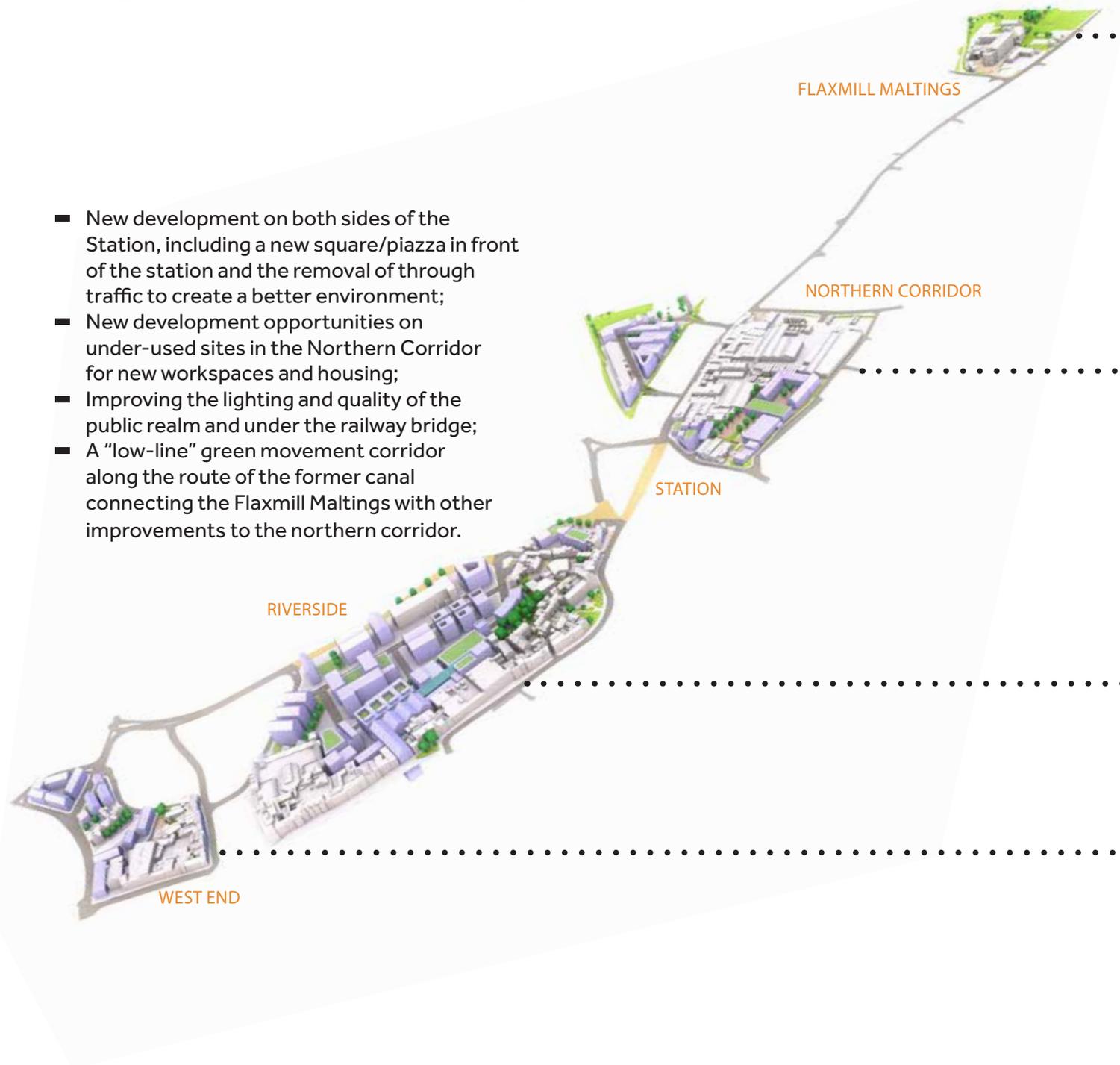
THE BIG CONNECTION

The Big Connection – West End : Riverside :
Station : Northern Corridor : Flaxmill Maltings

The Big Connection is an illustration of how all these principles can come together in the Big Town Framework Plan. The Big Connection is the biggest regeneration opportunity in Shrewsbury. Each area is different and each has its own character and heritage, but taken together, these areas form a large corridor of opportunity running from the West End up to the Flaxmill Maltings. Our plans are ambitious and transformative. The individual projects in the individual areas need to be developed and tested at the next stage. Our proposals include:

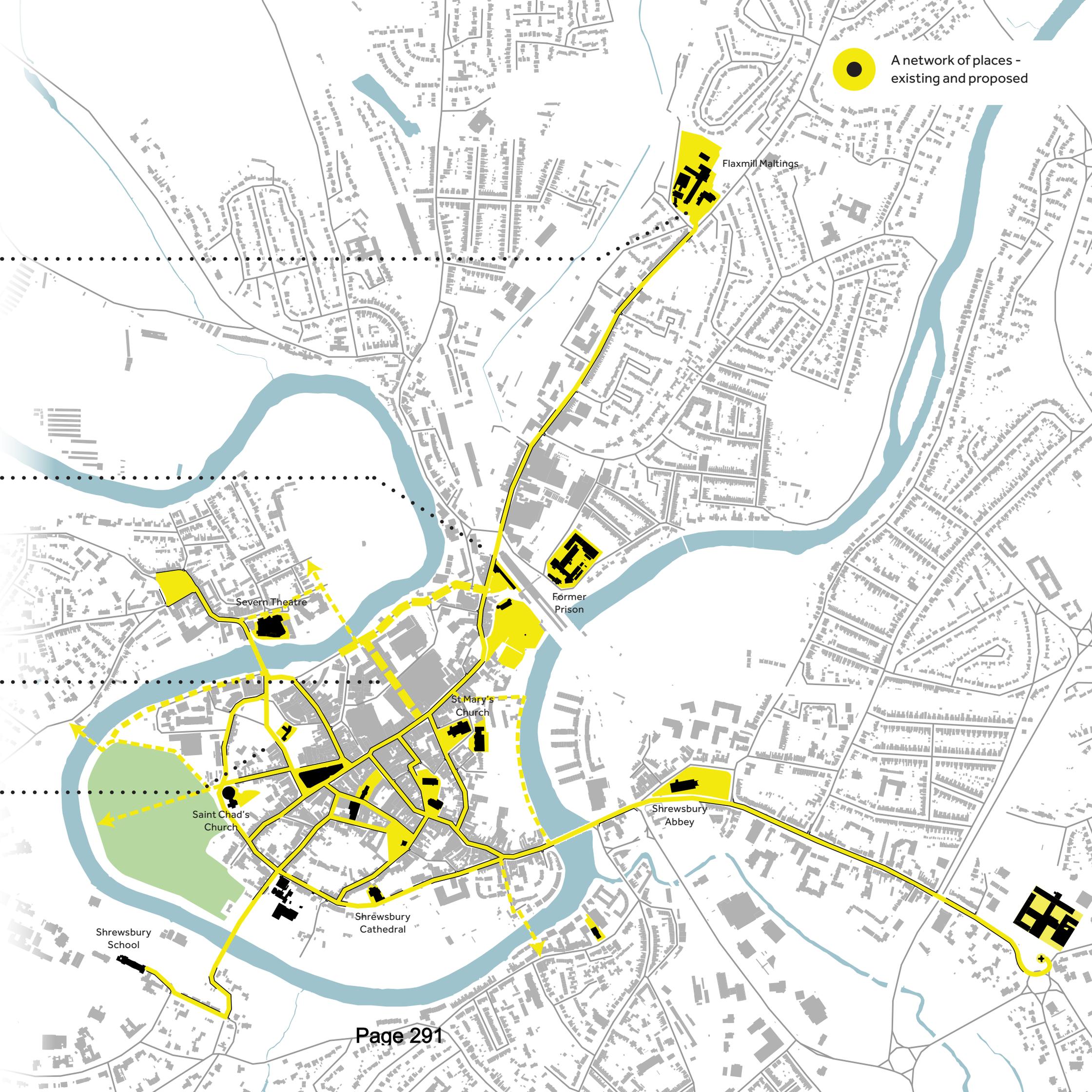
- A balance of new mixed use development and high quality public realm in and around the West End;
- Improvements to the walkability and public realm on Mardol;
- The redirection of traffic along Smithfield to Raven Meadows, opening up the Smithfield as a pedestrian priority promenade;
- The re-configuration over time of the Riverside shopping centre and better integration and complementary activities with Darwin and Pride Hill centres with the introduction of new uses that could include leisure, food and drink, residential and commercial spaces. Including new pedestrian links from Pride Hill down to the Riverside.
- The redefining of the area around the multi storey car park and the bus station;

- New development on both sides of the Station, including a new square/piazza in front of the station and the removal of through traffic to create a better environment;
- New development opportunities on under-used sites in the Northern Corridor for new workspaces and housing;
- Improving the lighting and quality of the public realm and under the railway bridge;
- A “low-line” green movement corridor along the route of the former canal connecting the Flaxmill Maltings with other improvements to the northern corridor.





A network of places -
existing and proposed



FLAXMILL MALTINGS

The proposals for the redevelopment of the Flaxmill Maltings are illustrated here. Its connection with the rest of the town forms part of the Northern Corridor project. This is likely to include improved streetscape and public realm along Castle Foregate and St Michael's Street. The proposal also includes landscape enhancement and improvements to the pedestrian and cycle link that follows the former route of the canal. We have named this route the "low-line" in deference to New York's High Line project that follows the former elevated rail route. The "low-line" is a green corridor that follows the route of the former canal.

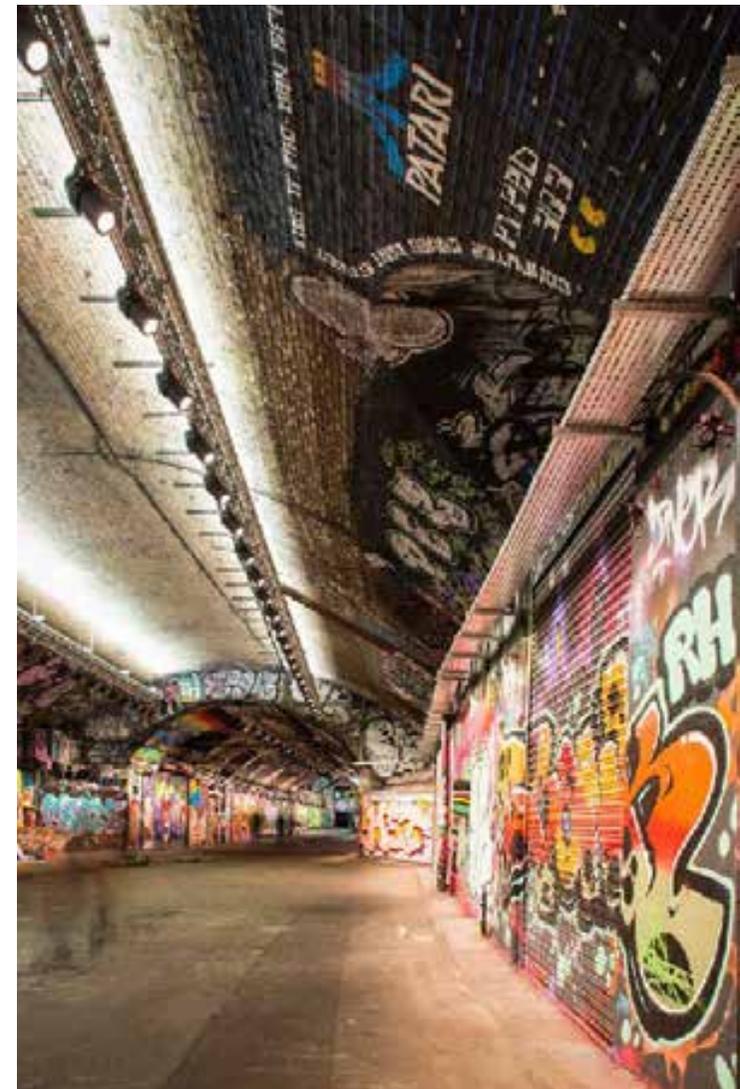




© Historic England and
Feilden Clegg Bradley Studios

NORTHERN CORRIDOR AND THE STATION

Proposal around the Station include: a new station square with the removal of parking and the relocation of taxis. This will create a new arrival experience in the town and accommodate new activities from cycle storage and hire to cafes and workpoints; a new workspace and office quarter located north of the station; improved public realm, particularly under the railway bridges and along the Castle Street where air pollution in this area of town is a problem.



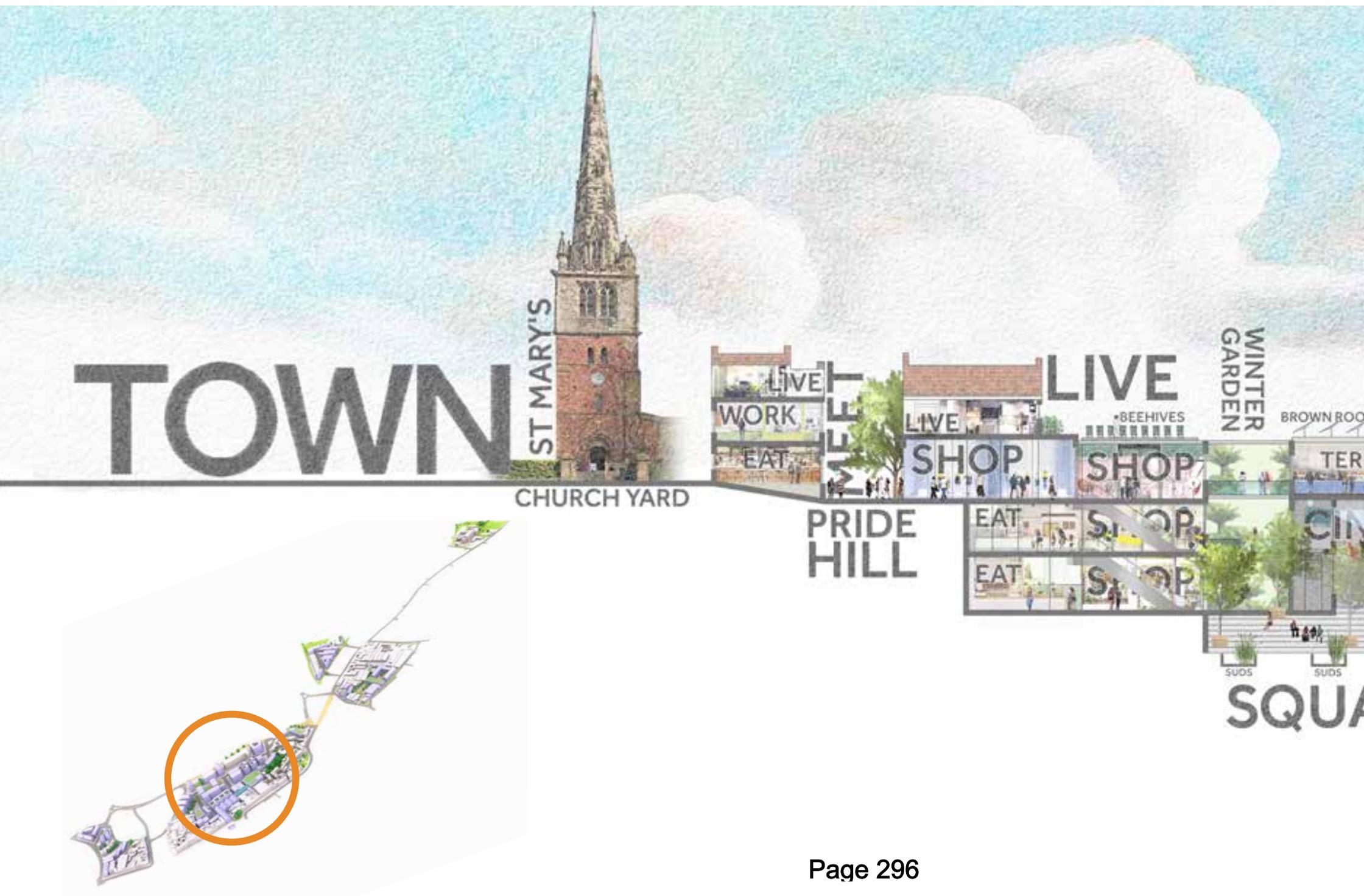


RIVERSIDE

One of the interesting qualities of the town is the significant change of level between the top of the town around Pride Hill and St Mary's Church and the riverside. The reconfiguration of the shopping centres provides a golden opportunity, by creating an extra-ordinary new connection, activated and enlivened by new buildings and new uses with terraces offering views of the river, busy squares and public spaces.

The section below is for illustrative purposes only, but gives a flavour of the kind of activities and the uses that could transform the experience of people moving between the historic town centre and the riverside and vice versa.

The removal of the multi-storey car park and the Riverside shopping centre creates a great opportunity to create a mixed use riverside quarter. This would include higher density housing, new workspaces, new food and drink venues set around a new public promenade stepping down to the river.



There is an opportunity to divert through traffic onto Raven Meadows thereby releasing Smithfield Road for the creation of a largely traffic-free promenade next to the river.



WEST END

The proposals for the West End are focused on connecting the town centre to the riverside at Victoria Quay and making better links to the Quarry. This would include opportunities for creating a new workhub in the West End and the potential for re-purposing some of the surface car parking for a range of uses. The focus is on making this part of town more people and pedestrian-friendly, better connected to its surroundings and less dominated by traffic.



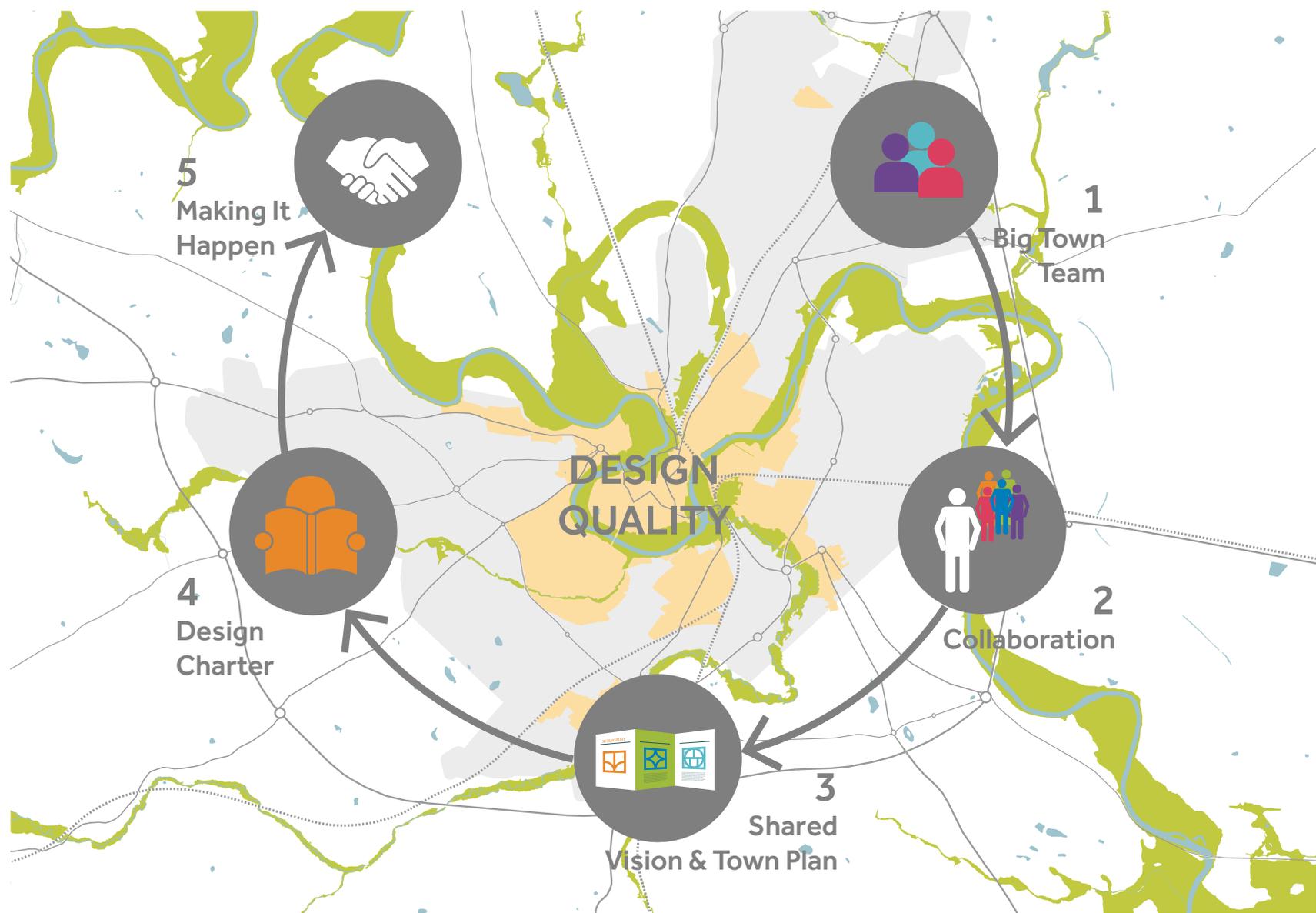
© Rich Miller



© Rich Miller







RAISING DESIGN QUALITY: THE SHREWSBURY TEST

We want to see better quality development right across the town in the future. In particular, we want to see better place-making and the design of new housing that is much more distinctive and tailored to Shrewsbury's special qualities. We want to see that new development reflects our ambition as set out in the Big Town Plan. A Shrewsbury Design Charter will clearly set out our intention to welcome a two-way dialogue between the Town and the development industry and give guidance and our expectations on design quality. This will include what we will call "The Shrewsbury Test", a simple set of entry requirements for developing in the town.



PRIORITIES AND NEXT STEPS

The Big Town Plan is ambitious. Two things must happen to make it successful. The first is the identification of priority projects and initiatives, the second is shaping the way that day to day decisions are made to ensure that they are aligned with the Big Town Plan and principles it sets out.

Let's start with the priority projects and initiatives. The Big Connection is the most ambitious area-wide regeneration and redevelopment opportunity in the Town and within the Big Connection there are at least 5 major projects.

These are:

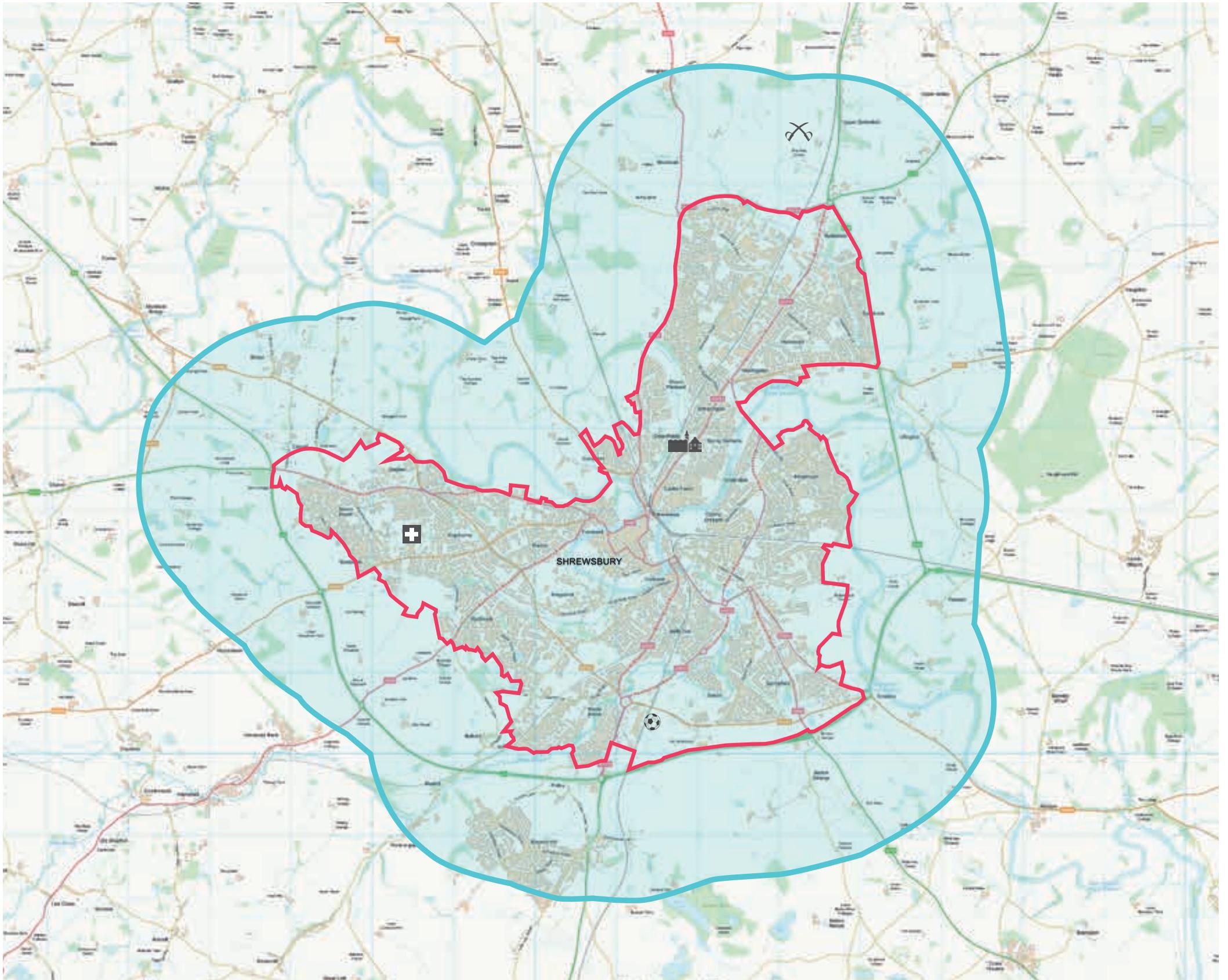
1. Shrewsbury Station – new public realm outside the station, re-use of vacant space in and around the station building, traffic management changes;
2. Northern Corridor Land Assembly – Identification and assembly of land immediately north of the station to deliver a number of mixed development opportunities and public realm initiatives;
3. The Shrewsbury Low-Line along the former canal and the Flaxmill Maltings connection – a public realm project focussed on connecting the Flaxmill Maltings into the Northern Corridor and into the Station;
4. Riverside Shopping Centre – the redevelopment of the Shopping Centre and the wider redevelopment opportunities to connect with the River, including the re-direction of traffic on Smithfield Road;
5. West End Creative Work Hub – the re-use of existing buildings and spaces for creative workspace including the reinvigoration of Rowleys Building and public realm improvements.

Development proposals, infrastructure funding and development opportunities are unlikely to arrive in order of priority or in the sequence that we would want to see. Priority also needs to be given to the development of the Design Charter, which is as much about the process of aligning all development and infrastructure activity across the town to contribute to and deliver the Big Town Plan.

Our Action Plan in the short to medium term is as follows:

- Prioritise projects 1, 2 and 3 of the Big Connection, in terms of phasing. This means development of a masterplan and a business and delivery plan at the next stage. This will include a programme and investment plan.
- Draw up the Design Charter and embed it in the development planning process through the Local Plan Review.

SHREWSBURY IN 2018



Contains Ordnance Survey data © Crown copyright and database right 2017



Current Development Area



Big Town Plan Area



Flaxmill Maltings



Page 304



Football Stadium



Battlefield

OUR PARTNERS



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SHREWSBURY BIG TOWN PLAN



SHREWSBURY
BUSINESS
IMPROVEMENT
DISTRICT



Shropshire
Council



Shrewsbury
Town Council

Results of Phase 2 Public Consultation 1st August to 5th September 2018

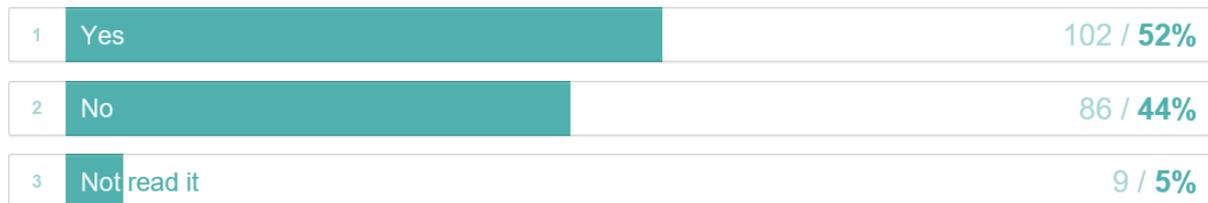
214 people responded to the survey of which:

- 102 completed a paper copy at the Exhibition
- 74 completed via a PC or laptop
- 23 completed via a smartphone
- 15 completed via a tablet

Summary Results

Are you satisfied with the way the Shrewsbury Big Town Plan has been presented?

197 out of 214 people answered this question



52% of respondents said they were satisfied with the presentation of the Shrewsbury Big Town Plan, 44% said they were not satisfied.

10 people who answered this question said they had a long term limiting illness or disability that affected their daily life (LTLI). This is a small number and so analysis within this cohort should be treated with cautious. However, it is worth pointing out that 8 of these 10 people say No, they were not satisfied with the presentation of the plan.

Some comments praise the way the SBTP had been presented, others suggest that the maps in the plan could be improved with greater contrast between legend colours and symbols making the map detail clearer and that additional location identifiers would help with map bearings.

"I found your maps pretty but vague"

"I do like the presentations and graphics. Would like ...more annotations. Where is the new bus station or stop provision for example?"

"excellent presentation of the booklet"

Of the 4 themes / topics set out in the Big Town Plan which one do you think will have the greatest impact on Shrewsbury?

	Average rating
Rethinking movement and place	6.7
Nurturing natural Shrewsbury	6.7
Supporting, creating and nurturing vitality, life and a mix of uses	6.4
Creating a place for enterprise	6.2

Respondents felt all the themes set out in the Big Town Plan will have an impact on Shrewsbury - , all four themes scored very similarly with average ratings varying between 6.2 and 6.7.

The themes ‘Rethinking movement and place’ and ‘Nurturing natural Shrewsbury’ scored highest with an average rating of 6.7. These themes cover priorities including pedestrian priority in the town centre, a cycle and pedestrian network including new development areas, and measures to reduce through traffic; and Severn Way national footpath, Valley parks and new west and north leisure corridor. Respondents aged 30-44 tended to be most positive with average scores over 7.

Those aged under 30 years old were least positive about movement and place with an average score of 4.9. Eight people from this cohort commented about this topic and those comments talked about the need for convenient and cheaper parking including blue badge parking provision and having good transport links into the town.

How do you rate the key elements of the Big Town Plan – 0 to 10

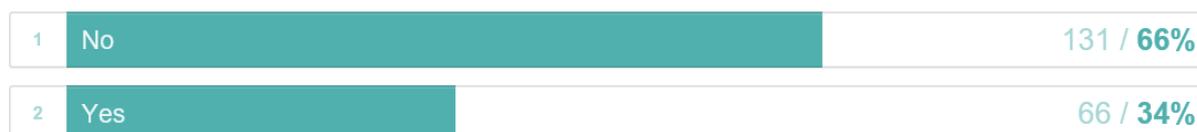
	Average rating
The Shrewsbury Green Network	6.5
Raising Design Quality – the Shrewsbury Test	6.3
10 Goals for Shrewsbury	6.2
The Big Connection	6.2
The Big Town Plan Vision	6.1
The Big Network	6.0
Balancing growth	6.0
Making movement better	5.9

Looking more closely at the aspirations and projects set out in the Big Town Plan, all were seen as important areas of work. Respondents rated most highly those related to the Shrewsbury Green Network which received an average rating of 6.5. The Shrewsbury Green Network project aims to improve accessibility of green space by connecting up green corridors, making more of the water ways, and including quality green space in new development.

Respondents aged 30-44 were most positive about the Shrewsbury Green Network with an average score of 6.8. The under 30 years old cohort rated it lowest with an average score 5.7. They did not provide any comments about the Green Network.

Did you comment at the first public consultation in September 2017?

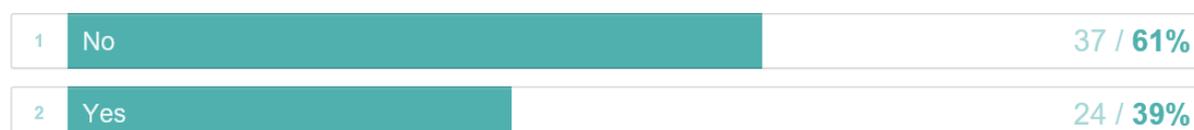
197 out of 214 people answered this question



Just over a third of respondents had taken part in the first consultation that took place the previous September. However, this consultation has reached a new audience, 66% of respondents, which is very positive.

Are you happy your comments have been included in the Big Town Plan?

61 out of 214 people answered this question



Over half of respondents said that their comments had not been included in the Big Town Plan presented to them in August 2018. (Note, the number of people who responded to this question is higher than the number who said they took part in the August 2018 consultation).

Comments

Getting around Shrewsbury

Almost half of the comments related to how people will move around Shrewsbury town either by foot, bicycle, car, or some form of public transport.

- The most frequent comment related to the **bus station** which people felt appeared to be missing from the plans, and questioning how future plans may affect its use and accessibility to the town and the railway station.
- They talked about the importance of a good bus station, central to the town with good links to the railway station, in connecting people to the county as well as bringing people to the town. They also commented that the current bus transport system is poor. (received 28 comments)

“Bus station SHOULD NOT be re-located, but instead improved as a 'hub' for this county town. Improvements would include a better cafe, toilets, public information, and signage to railway station.”

“The bus station provides a vital service. On a regular basis I witness passengers from outlying areas dashing to catch a second bus within minutes of arrival”.

“Need buses at night and Sundays”

“Poor bus service is an issue”

- Many people talked about **access to/from and around the town centre** under the new proposals in the SBTP. A number of roads and localities were named (including Smithfield Road,

Welshpool Road, Victoria Street, Benyon Street, Ellesmere Road, Ditherington Road, Coton Hill, Mytton Oak Road, Hereford Road, Old Potts Way, Greenfields, Castlefields, Abbey Foregate, Frankwell) as traffic pinch points and where they wanted greater detail in how rerouted traffic would work.

“would like to see more detail of how some of the new routes and links would fit in.”

“Plans for Smithfield Road should be re-considered, since the suggestions are not practicable.”

“Also radial routes are good for getting into town but most people live around the edges so the arterial routes are necessary eg getting from home to hospital, sports village etc without having to change buses in the town centre.”

- Heavily linked into access was the issue of **cars and car parking**. There was sense from some people that cars necessary in a town centre, and they called for parking fees that were attractive to visitors (including evening charges), as well as parking/access arrangements for people who live in the town. A couple of people questioned the design and development of multi-storey car parks around the town.

“People will always want to park close to the shops, who wants to carry heavy bags of shopping miles back to the car?”

“Housing in town requires transport by car. Residents will need their cars, This conflicts with the idea of reducing cars, they will not walk or cycle”

“Cheaper parking to encourage visitors.”

“main concern is about suggestion of multi story car parks at Frankwell, Abbey and Castlefields - not sure that these could be designed in a way that is consistent with the overall principles”.

“increasing parking at Yorton, Wem, Church Stretton for greater numbers to get in and out of Shrewsbury can be done quickly, cheaply and cutting emissions - additionally opening up Baschurch Station should be considered and using old rail lines for electric buses and bikes”

“parkway stations which could be provided at flaxmill and football ground - huge opportunity to improve public transport”

Some of references to car parking may have been instigated because of, and will be addressed through, the car parking strategy that was under consultation at the same time as the SBTP.

- **Cycling** was talked about by a few people who questioned if demand/popularity would be as suggested in the SBTP. Whilst the topography of the town (being based on a hill) was seen to be a deterrent to cycling to some, of greater concern was the lack of secure cycle parking, and the current cycle path network which was considered poor.

“how many people actually cycle into town? Even with less traffic within the town there are still the hills to climb to actually access the shops/cafes etc. Visitors won't be cycling...”

“People walk and cycle when the weather is good. In the winter when it is dark and wet even many keen cyclists and pedestrians resort to cars and/or use public transport if it is available. ”

“It is difficult to reach the town centre by bike, yes there are cycle paths but many interactions between cycle paths and roads are difficult for cyclists.”

“this will not happen unless there is a commitment to a major provision of secure parking”

- Those people who discussed **pedestrianisation** mainly talked about the area around the railway station and were concerned that proposals needed to include drop off spots for people with baggage as well as easy access to taxis and bus stops. However, a number of people felt positive about the concept of pedestrianisation – they mentioned Smithfield Road as a good place to reroute traffic and create a promenade.

“It is essential that there is immediate pedestrian access to further transport links. This includes short-term car parking, an adequately sized (and serviced) taxi rank and bus stops. ... A new arrival experience in pouring rain or the freezing cold, with the need to tramp carrying heavy bags and the like to some distant parking area, taxi rank or bus stop is not the type of experience most would relish.”

“Whole plan is unclear - need to see evidence of how pedestrianisation in front of the railway station will work in practice. How do people drop off / pick up there?”

“Pedestrian Smithfield Road is v good.”

“Smithfield Road should be pedestrianised between The Alb and The Salopian, with traffic taken around the back of the Riverside Centre along Roushill and Raven Meadows.”

“Removing traffic from certain areas of town will really make the most of our great history”

- Access to and around the town for people with, or caring for people with, **disabilities** was discussed and included varying elements from the impact of pedestrianisation, to the need to maintain blue badge parking in the centre to the need for elevators to connect the lower and upper town.

“Not everyone who is disabled will use a wheelchair (my dad included), so he would need to be able to park (with his disabled badge) near restaurants in the town centre”

“How do disabled people get around this hilly town?”

“If you pedestrianise the station area then wheelchairs users will have to try and get up the steep hill to the car park to get into their cars”

“getting rid of the bus station alone will have a negative impact on everyone with mobility issues who relies on the easy to access elevators within the station to get up and into the town.”

The remaining comments relating to how people get around Shrewsbury covered the need for improved Park & Ride services, general concerns over the concept of shared space, a desire for electric public transport, the need for taxi ranks (at the railway station) and (divided) views on the North West Relief Road.

Other Comments

The remaining comments about the proposals, just over half, covered a large number of topics but with less frequency (typically fewer than 6 people):

- It was felt that **anti-social behaviour** and individual safety around the town centre had not been address in the SBTP.

“the town centre should be designed to deter antisocial behaviour, rather than encourage it. Where, for example, is the red-light district to be located?”

“We have a problem with vandalism, public drunkenness, narcotics and antisocial behaviour.”

“a strategy to deal with the homelessness people - generally from Liverpool and Manchester - who can make the town centre experience quite unpleasant”

Some of the anti-social behaviour concerns raised during this consultation may have been prompted as a result of local press coverage of homeless people in Shrewsbury and allegations of drug abuse and threatening behaviour to locals and visitors.

- Everyone who mentioned **green space** was in favour of protecting the areas we have.

“ Ideas for green spaces are most welcome, but greater protection for some (eg Radbrook) is needed”

- Shrewsbury **USP** was important to some people who felt that it was Shrewsbury’s independent shops that made the town individual and that this should be embraced.

“Yes we need the brand shops, but it isn’t those that give us our vibrancy. It is the independents who should be given incredible support so that we encourage even more diversity and experimentation.”

“Small 'unique' businesses are also destination brands.”

- The needs and requirements of **local residents and shoppers** was felt, by some, to have been overlooked:

“The Big Town Plan seems geared to tourists and wealthier shoppers, not local middle to lower income families who use buses and have basic shopping needs”

“The needs of the residents of Shrewsbury and its environs, who pay taxes to support the town. The plan seems to focus entirely on the needs of the local business community”

- A small number of people pointed to the **canal** at the Flaxmill and potential opportunities it would bring:

“.. the “Northern Corridor”. Make it a blue corridor (as well as green) with the opportunity to provide water transport by trip boat (just look at central Birmingham) from town to Flaxmill to countryside.”

“I note on the artists impression of the flax mill that the canal has been excluded. I think that it is vitally important that the line of the canal is preserved. My vision is that in the future the canal will be transporting tourists from the town centre to the flax mill and beyond”

Additional comments included:

- A need for better jobs in Shrewsbury - professionals will commute to Telford, Wolverhampton and Birmingham
- Including play space for young children to young adult – like Telford
- Preserving and incorporating the historic buildings within Shrewsbury, namely Rowleys House, Darwins House, Town wall and buildings to the back of Pride Hill:
- Divided opinions of the notion of building houses in/near the town
- Keeping the streets, and public areas (including toilets) clean
- The links to improved well being from green spaces
- Providing town information using modern technology, eg QR Codes, interactive maps, audio trails.

Comments relating to the strategy, decision making and process

There were a large number of comments, almost 50, that related to the principles behind the SBTP rather than the content of the plan and those are dealt with here:

- **Designing the town centre** in sympathy with the town history, heritage and location was important to people, as was considering the need to boost economic activity to the town.

“Failure to recognise the impact of steep hills, poor weather, darkness and congested roads on pedestrian and cycle use.”

“We are meant to be the county town but Telford is acting like it is.”

“we need to retain that charm to keep visitors expectations and the reason other decided to live here.!”

“The redesign of the two shopping centres is essential. They don’t attract people and are dying.”

- Some people talked about the **strategy and management process**, and the challenges to bring it to fruition, the need for a delivery plan and to be clear as its scope and reach.

“The ideas put forward are great and show a real vision for our fantastic town. It will take passion and a sense of open-mindedness to get it all through”

“Shrewsbury always suffers due to mismanagement and poor decision making by public authorities. We need the right people to lead this.”

“We... have some concerns that elements of the BTP may inadvertently prejudice future decisions around necessary strategic-scale growth to be made as part of the ongoing Local Plan process.”

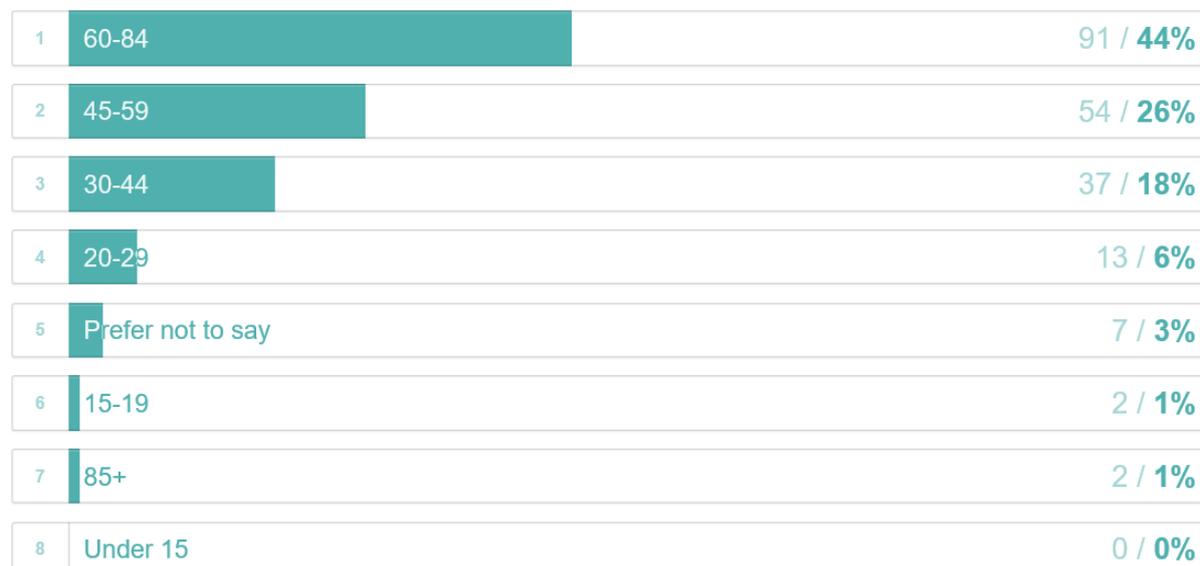
“Delivery Strategy”

- There was a desire to see more **detail**. In general where people asked for more detail they had been positive about the plan and its vision, but they were keen to see more!
- A small number of comments questioned how the projects outlined would be **funded**.

Respondent Profile

What age group are you?

206 out of 214 people answered this question



There was good representation across most of the age groups – particularly from those aged 30-84. This is encouraging and suggests that the mixed method consultation approach (an online survey with walk in exhibition and hard copy surveys) has worked well in engaging people.

The engagement did not hear from a significant number of people under the age of 20 and consideration should be given to this. Options for engagement with this sector could include workshops at the schools, Sixth Form College and University, located in Shrewsbury town centre.

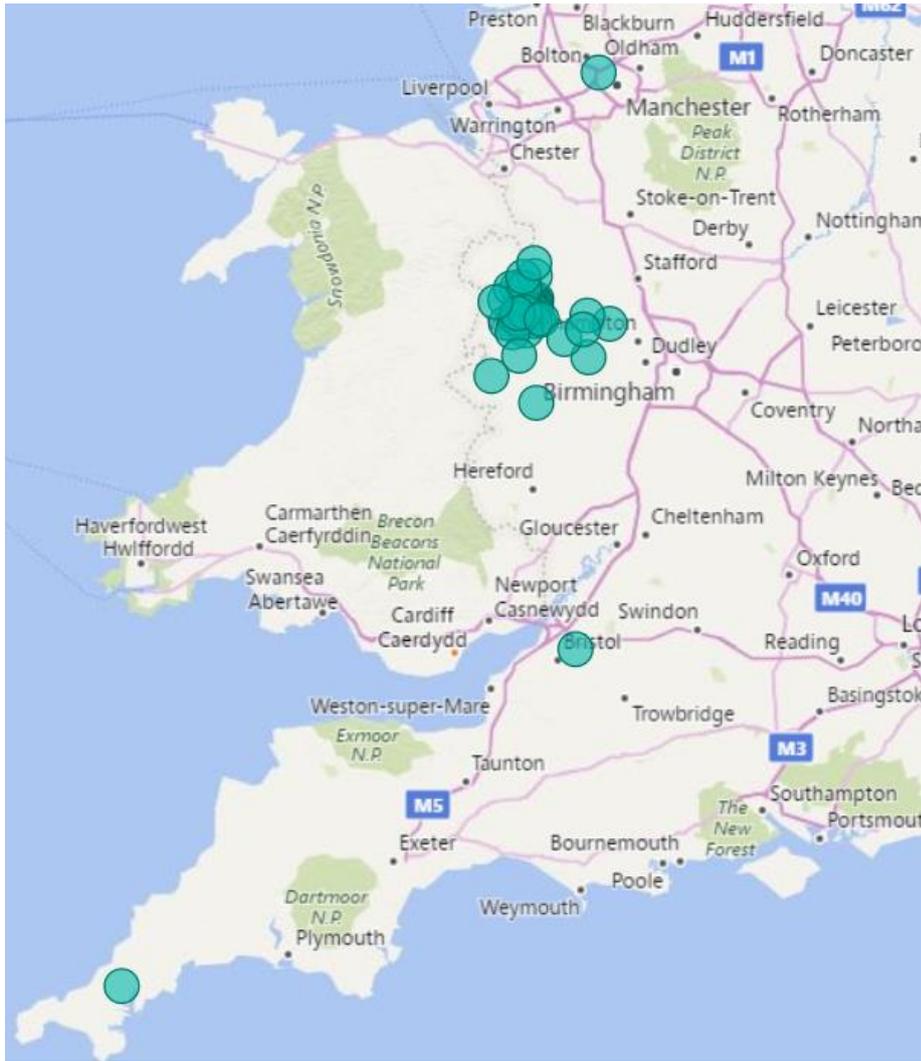
Do you have any long-standing illness or disability that limits your daily activity?

202 out of 214 people answered this question



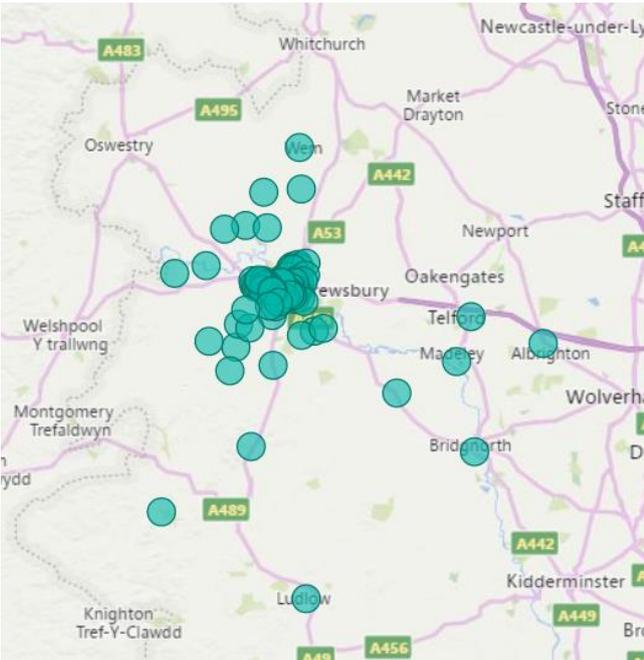
5% of people responding to the survey said that they had an illness or disability that limited their daily activity. It is important to hear from people with disabilities in this consultation due to the physical and environmental nature of many of the proposals.

Further engagement with people with disabilities is planned to take place in the coming weeks.

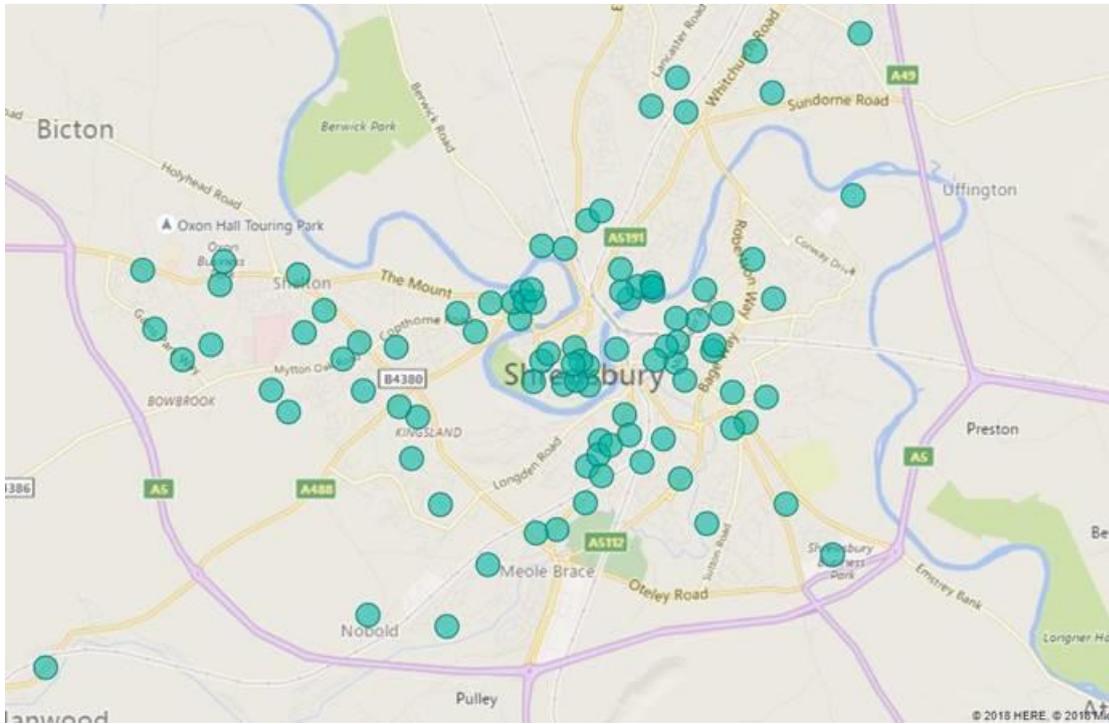


Map of respondent postcodes (where provided)

Focus on Shropshire



Focus on Shrewsbury



Report prepared by Shropshire Council's Insight Team
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