

# Shropshire Local Plan

## Additional Sustainability Appraisal Report

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## 2. Introduction

- 2.1. On 15<sup>th</sup> February 2023, the Planning Inspectors examining the draft Shropshire Local Plan issued an Interim Findings document (ID28). This followed the completion of the Stage 1 Hearing Sessions, which focused on legal and strategic issues (including strategic policies). These Hearing Sessions were primarily undertaken in July 2022, with a further session specifically regarding the Duty to Cooperate in January 2023.
- 2.2. ID28 addresses a range of matters, including Sustainability Appraisal (SA). With regard to SA, the Planning Inspectors conclude that an additional SA assessment should be undertaken regarding **Unmet Housing and Employment Land Needs of the Association of Black Country Authorities (ABCA) and Policy SP2**, in order to assist the examination of the draft Shropshire Local Plan, ensure compliance with Regulation 12 of The Environmental Assessment of Plans and Programmes Regulations (2004), and ensure the legal compliance and soundness of the draft Shropshire Local Plan.
- 2.3. With specific regard to the housing and employment land needs of Shropshire, the Planning Inspectors conclude within ID28 that the approach to identifying need is sound, stating within Paragraph 13 that: *“The Council’s approach to identifying the housing and employment land needs derived within Shropshire itself is sound.”*
- 2.4. With regard to the housing and employment land needs of the Black Country, the Planning Inspectors have acknowledged that the draft Shropshire Local Plan is proposing to provide 1,500 new homes and 30ha of employment land over the plan period in order to contribute to the unmet housing and employment land needs forecast to arise in the Black Country and concluded that these contributions are appropriate.
- 2.5. Specifically, within paragraph 13 of ID28 the Planning Inspectors conclude: *“In principle, the Council’s intention to address some of the Association of Black Country Authorities (ABCA) unmet needs (1500 homes and 30ha of employment land), aligns with the spirit of the DtC. It is clear that the Council and the ABCA authorities are all content with this contribution and this is set out in a Statement of Common Ground (SoCG), signed prior to the submission of the Plan for examination. We recognise that there is a lack of any prescribed formula in national planning policy for calculating any uplift to Shropshire’s housing need to meet some of this externally derived unmet need.”*
- 2.6. However, the Planning Inspectors explain within paragraphs 17-20 of ID28 that they are concerned that the decision to accommodate some of the housing and employment land needs of the Black Country may have changed the objectives and geographical scope of the draft Shropshire Plan. As this decision was reached at a point between the Regulation 18 and Regulation 19 stages of plan making, following the completion of much of the evidence base including the SA, these contributions were not considered within the SA, which tested options that were based on just meeting the needs of Shropshire.

- 2.7. As such, the Planning Inspectors explain within Paragraph 20 of ID28 *“Further SA work therefore needs to be undertaken to assess the likely effects of the proposed strategy – which is based on meeting Shropshire’s housing and employment needs and contributing towards unmet needs from the Black Country. In carrying out this work, consideration also needs to be given to the selection of the preferred strategy when judged against reasonable alternatives. For example, by testing a scenario which includes the originally envisaged ‘high growth scenario’ and a contribution towards unmet housing needs.”*
- 2.8. Within Paragraph 21 of ID28, the Planning Inspectors explain that if the intention remains to include proposed contributions to the unmet housing and employment land needs of the Black Country, then *“the Council will also need to consider which site or sites in the Plan will be identified to meet that need. This also needs to be subject to sustainability appraisal to reflect the objectives and geographical scope of the Plan.”*
- 2.9. Within Paragraph 21 of ID28, the Planning Inspectors address the level and distribution of development, explaining that if *“following the additional SA work, the Council chooses to pursue the same growth option as before”* then *“the housing and employment land requirements will increase, and more sites will be required. Consideration will also need to be given to the distribution of development since accommodating some of the unmet needs may result in more sites being required in the part of Shropshire nearest the Black Country.”*

### **3. Purpose of this Document**

- 3.1. The purpose of this document is to provide a summary of the additional SA assessment work undertaken by Shropshire Council in order to positively respond to the conclusions reached by the Planning Inspectors within ID28.

### **4. Scope of this Document**

- 4.1. Reflecting the conclusions reached by the Planning Inspectors within ID28, this document includes a summary of the additional SA assessment work undertaken by Shropshire Council in relation to:
  - a. Identifying an appropriate housing requirement for Shropshire, having regard to Local Housing Need and the potential for a contribution of 1,500 dwellings towards the unmet housing needs of the Black Country.
  - b. Identifying an appropriate employment land requirement for Shropshire, having regard to Local Employment Land Need and the potential for a contribution of 30ha towards the unmet employment land needs of the Black Country.
  - c. Identifying an appropriate strategic distribution of development across Shropshire.

- d. Identifying an appropriate site(s) upon which the proposed contribution of 1,500 dwellings towards the unmet housing needs of the Black Country can be accommodated.
- e. Identifying an appropriate site(s) upon which the proposed contribution of contribution of 30ha of employment land towards the unmet employment land needs of the Black Country can be accommodated.
- f. If necessary, identifying additional housing allocations.
- g. If necessary, identifying additional employment land allocations.
- h. Re-assessment of relevant draft Policies within the draft Shropshire Local Plan, to support identification of appropriate main modifications in response to the consideration of the additional SA assessment work undertaken.

## 5. Assessment Methodology

- 5.1. The assessment methodology utilised within the additional SA assessment work summarised within this document is consistent with the utilised to date within the wider SA process undertaken to inform the draft Shropshire Local Plan, as documented within the Regulation 19 Pre-Submission Draft Shropshire Local Plan 2016 to 2038: Sustainability Appraisal and Site Assessment Environmental Report and Appendices (SD006.01-SD006.22). This includes the use of the same SA Objectives and assessment framework as outlined within **Chapter 2 of SD006.01**.
- 5.2. With respect to the SA assessment work undertaken to date, the main aspects of particular relevance to this additional SA assessment work include:
  - a. The SA assessment of reasonable housing requirement options and the preferred housing requirement as summarised within the Issues and Strategic Options: Sustainability Appraisal Report (EV003.03); the Preferred Scale and Distribution of Development: Sustainability Appraisal Report (EV004.03); and SD006.01 (particularly Chapters 5 and 6).
  - b. The SA assessment of reasonable employment land requirement options and the preferred employment land requirement summarised within EV003.03; EV004.03; and SD006.01 (particularly Chapters 5 and 6).
  - c. The SA assessment of reasonable options for the strategic distribution of development and the preferred option for the strategic distribution of development summarised within EV003.03; EV004.03; and SD006.01 (particularly Chapters 5 and 6).
  - d. The SA assessment of draft Policy SP2: Strategic Approach within the Regulation 18 Pre-Submission Draft Shropshire Local Plan 2016 to 2038 Sustainability Appraisal and Site Assessment Environmental Report (EV007.04.01-EV007.04.22); and SD006.01 (particularly Chapters 9, 10 and 11) and SD006.02.

- e. The SA assessment of potential housing site allocations within the Preferred Sites: Sustainability Appraisal Report (EV005.03.01-EV005.03.02); the Strategic Sites: Sustainability Appraisal Report (EV006.03); EV007.04.01-EV007.04.22; and SD006.01 (particularly Chapters 7, 8, 9, 10 and 11) and SD006.03-SD006.22.
  - f. The SA assessment of potential employment land site allocations within the Preferred Sites: Sustainability Appraisal Report (EV005.03.01-EV005.03.02); the Strategic Sites: Sustainability Appraisal Report (EV006.03); EV007.04.01-EV007.04.22; and SD006.01 (particularly Chapters 7, 8, 9, 10 and 11) and SD006.03-SD006.22.
- 5.3. The additional SA assessment work summarised within this document has drawn upon and built upon the SA assessment work already undertaken, particularly that summarised above.

## **6. Summary of the SA Assessment: Reasonable Options for the Housing Requirement**

### **Introduction**

- 6.1. This section of the document summarises the additional SA assessment of the reasonable options for the housing requirement.
- 6.2. The baseline for these reasonable options was the local housing need for Shropshire of 25,894 dwellings over the 22-year plan period from 2016-2038 (equating to an annual average of 1,177 dwellings), as calculated using Government's Standard Methodology with a 2020 base date. This calculation is summarised within the Local Housing Need Assessment 2020 (EV069).
- 6.3. It should be noted that Shropshire Council reviews Local Housing Need using Government's Standard Methodology annually. The assessment with a 2020 base date has been utilised to establish the baseline within this additional SA Assessment, as it was this calculation that underpinned the housing requirement at the time of the Regulation 19 Consultation and when Shropshire Council made the decision to submit the draft Shropshire Local Plan for examination.
- 6.4. This additional SA Assessment work is a very important consideration when undertaking the planning judgement regarding which reasonable housing requirement option should be identified as the proposed housing requirement within the draft Shropshire Local Plan.
- 6.5. However, a range of other evidence/factors will also require due consideration when undertaking this planning judgement. This will include the conclusions reached by the Planning Inspectors within their Interim Findings (ID28) particularly regarding the decision that the housing requirement should be established as a 'minimum' rather than being expressed as 'around'.



- 6.6. This will also include subsequent calculations of Local Housing Need - the most recent Local Housing Need Assessment has a 2023 base date and results in a considerable reduction to the level of local housing need in Shropshire.

### **Identification of Reasonable Options for the Housing Requirement**

- 6.7. Consistent with the methodology utilised to identify reasonable options for the housing requirement within the SA assessment already undertaken to inform the draft Shropshire Local Plan, reasonable options were identified based on various reasonable percentage uplifts above the identified baseline (which totalled 25,894 dwellings over the 22-year plan period from 2016-2038, equating to an annual average of 1,177 dwellings).
- 6.8. These uplifts ensure that local housing need is achieved, whilst also providing some flexibility to respond to changes to local housing need over the plan period and opportunities to:
- a. Respond positively to specific sustainable development opportunities;
  - b. Increase the delivery of family and affordable housing to meet the needs of local communities and support new families coming into Shropshire;
  - c. Support the delivery of specialist housing for older people, people with disabilities and the needs of other groups within the community;
  - d. Support the diversification of our labour force; and
  - e. Support wider aspirations, including increased economic growth and productivity
- 6.9. Furthermore, reflecting the outcomes of duty to cooperate discussions undertaken with the Black Country Authorities, each reasonable option also includes a further specific uplift of 1,500 dwellings (equating to an annual average of 68 dwellings over the 22-year plan period from 2016-2038) to reflect the proposed contribution to the unmet housing need forecast to arise within the Black Country. This approach ensures that the proposed contribution to the unmet housing need forecast to arise in the Black Country is explicitly considered and is achieved as part of the delivery of the housing requirement.
- 6.10. As such, five reasonable options for the housing requirement were identified and were assessed within this additional SA assessment work. These reasonable options are:
- a. **Housing Requirement Option 1: Moderate Growth** - Consisting of around a 5% uplift on the identified baseline need, plus a specific 1,500 dwelling contribution to the unmet housing need forecast to arise in the Black Country. This option is responsive to and represents a consistent uplift on baseline need to that within the Moderate Growth Option assessed within the SA assessment already undertaken to inform the draft Shropshire Local Plan whilst also explicitly incorporating a 1,500 dwelling contribution to the unmet housing need forecast to arise in the Black Country.

- b. **Housing Requirement Option 2: Significant Growth** - Consisting of around a 10% uplift on the identified baseline need, plus a specific 1,500 dwelling contribution to the unmet housing need forecast to arise in the Black Country. This option is responsive to and represents a consistent uplift on baseline need to that within the Significant Growth Option assessed within the SA assessment already undertaken to inform the draft Shropshire Local Plan, whilst also explicitly incorporating a 1,500 dwelling contribution to the unmet housing need forecast to arise in the Black Country. It results in a housing requirement that is comparable to the housing requirement identified within the adopted Local Plan.
- c. **Housing Requirement Option 3: High Growth (Variation 1)** - Consisting of around a 13% uplift on the identified baseline need, plus a specific 1,500 dwelling contribution to the unmet housing need forecast to arise in the Black Country. This option is responsive to the High Growth Option assessed within the SA assessment already undertaken to inform the draft Shropshire Local Plan, whilst also explicitly incorporating a 1,500 dwelling contribution to the unmet housing need forecast to arise in the Black Country. It results in a housing requirement that is consistent with that proposed within the draft Shropshire Local Plan.
- d. **Housing Requirement Option 4: High Growth (Variation 2)** - Consisting of around a 15% uplift on the identified baseline need, plus a specific 1,500 dwelling contribution to the unmet housing need forecast to arise in the Black Country. This option is responsive to and represents a consistent uplift on baseline need to that within the High Growth Option assessed within the SA assessment already undertaken to inform the draft Shropshire Local Plan, whilst also explicitly incorporating a 1,500 dwelling contribution to the unmet housing need forecast to arise in the Black Country.
- e. **Housing Requirement Option 5: High Growth (Variation 3)** - Consisting of around an 19% uplift on the identified baseline need, plus a specific 1,500 dwelling contribution to the unmet housing need forecast to arise in the Black Country. This option is responsive to the High Growth Option assessed within the SA assessment already undertaken to inform the draft Shropshire Local Plan, whilst also explicitly incorporating a 1,500 dwelling contribution to the unmet housing need forecast to arise in the Black Country. It results in a housing requirement that equates to the housing requirement proposed within the draft Shropshire Local Plan plus an additional 1,500 dwellings, which is comparable to the proposed contribution to the unmet housing need forecast to arise within the Black Country.

## Assessment of Reasonable Options for the Housing Requirement

6.11. The following tables summarise the additional SA assessment of the identified reasonable Housing Requirement Options:

**Table 6.1: Housing Requirement Option 1: Moderate Growth**

<b>Housing Requirement Option 1: Moderate Growth</b>
<p>This option represents around a 5% uplift on local housing need of 25,894 dwellings over the 22-year plan period (annual average of 1,177 dwellings), plus a 1,500 dwelling contribution toward forecast unmet housing need in the Black Country (annual average of 68 dwellings).</p> <p>This option represents a total minimum housing requirement of <b>28,700 dwellings</b> over the 22-year plan period from 2016-2038, which equates to around 1,305 dwellings as an annual average.</p>

<b>Sustainability Objective</b>	<b>Short Term</b>	<b>Medium Term</b>	<b>Long Term</b>	<b>Commentary</b>
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	+	+	+	As the annual average housing requirement is lower than that within the adopted Local Plan and this option represents the lowest level of growth considered, it is likely to have a positive effect on the range of protected, priority, key or indicator species and on the quality and extent of wildlife habitats.
2: Encourage a strong and sustainable economy throughout Shropshire	-	-	-	As the annual average housing requirement is lower than that within the adopted Local Plan and this option represents the lowest level of growth considered it is likely to reduce the ability compared to that which currently exists and have the lowest potential of the options considered to respond positively to sustainable development opportunities, support the achievement of economic growth aspirations including through the creation of more jobs, and support the diversification of our labour force. Given wider economic aspirations, it will also impact on the ability to appropriately balance housing and employment land development.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society	-	-	-	Whilst this option is sufficient to meet local need and provide an appropriate contribution to unmet housing need forecast to arise in the Black Country, it would represent a decreased rate of development compared with the annual average housing requirement within the adopted Local Plan and recent and longer-term completion rates achieved. This option also represents the lowest level of housing growth considered. As such, it is likely that this option will reduce the ability compared to that which currently exists and have the lowest potential of the options considered to provide much needed affordable housing and meet the housing needs of specific groups within our communities – including older people and families. It could also have a geographic implication, with the more limited amounts of new housing development being focused within locations / settlements that are seen as ‘more viable’ or ‘attractive to the market’.
4: Promote access to services for all sections of society	-	-	-	As the annual average housing requirement is lower than that within the adopted Local Plan and this option represents the lowest level of growth considered, it is likely to reduce the ability to provide new services and facilities compared to that currently available and have the lowest potential of the options considered. Furthermore, given that many services and facilities require a ‘critical population mass’ to maintain viability and sustainability it is likely to impact on the longer term viability of some services and facilities and as such on the ability for some communities to access key services and facilities such as schools, post offices and play areas.
5: Encourage the use of sustainable means of transport	-	-	-	As the annual average housing requirement is lower than that within the adopted Local Plan and this option represents the lowest level of growth considered, it is likely to reduce / have the lowest potential to maintain or improve existing access to public transport. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
6: Reduce the need of people to travel by car	+	+	+	As the annual average housing requirement is lower than that within the adopted Local Plan, it is likely to result in less housing development compared to current policy requirements and it is also the lowest of the reasonable options identified. This may have a positive effect on car use.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
7: Support active and healthy communities.	0	0/-	0/-	Since many recreational activities are associated with the natural environment (which as assessed within Sustainability Objective 1 may be positively affected by this option), overall activity levels may remain similar to the current situation. However, as the annual average housing requirement is lower than that within the adopted Local Plan and this option represents the lowest level of growth considered, opportunities to focus development in locations with good access to and the ability to support the sustainability of existing health, leisure and cultural facilities and activities, and support the provision of new health, leisure and cultural facilities and activities may be reduced / the lowest in the medium to long term.
8: Protect and improve soil quality	?	?	?	Whilst the greater the level of development the greater the potential to impact on soil quality, it is the location of development that will have the most influence. A focus on the rural area is likely to affect best and most versatile agricultural land more than development in the urban areas. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution	?	?	?	Whilst the greater the level of development the greater the potential to impact on water quality and water pollution (positively or negatively), since pollution from rural areas is the main issue affecting water quality in Shropshire, the location of allocated sites will determine the impact on water quality and the risk of pollution. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
10: Reduce flood risk and improve flood management	+	+	+	Lower levels of development are more likely to be able to be accommodated in areas of low flood risk. As the annual average housing requirement is lower than that within the adopted Local Plan and this option represents the lowest level of growth considered, it is likely to have a positive impact on this Sustainability Objective, as there are less houses proposed and therefore less likelihood that housing would be located in more flood-prone areas.
11: Conserve and enhance Shropshire's air quality and reduce the risk of air pollution	?	?	?	Whilst the greater the level of development the greater the potential to impact on air quality and pollution, the location of development is likely to have the greatest influence e.g. development within or close to an Air Quality Management Area is more likely to have a negative effect whereas development elsewhere is unlikely to change the current situation. The strategic distribution of development and specific site allocations are assessed separately within the SA process.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
12: Reduce carbon dioxide emissions	?	?	?	Fewer opportunities for the use of renewable energy may be balanced by reduced energy consumption arising from a lower level of housing as the annual average housing requirement is lower than that within the adopted Local Plan and this option represents the lowest level of growth considered.
13: Promote adaptation and mitigation to climate change	-/?	-/?	-/?	As the annual average housing requirement is lower than that within the adopted Local Plan and this option represents the lowest level of growth considered, it is likely to require a reduced / lower amount of land for development and as such reduce / have a lower potential for greenfield development. However, conversely new development is expected to achieve a minimum of 10% biodiversity net gain, as such a reduced / lower level of development will reduce the amount of biodiversity net gain achieved. Furthermore, the potential for new large scale habitats gained through residential development is also likely to be lower in this option than the others and compared with the housing requirement within the adopted Local Plan, thus reducing the contribution this can make to adapting and mitigating climate change.
14: Promote efficient use of natural resources	+	+	+	As the annual average housing requirement is lower than that within the adopted Local Plan and this option represents the lowest level of growth considered, it is likely to provide an increased / greatest opportunity to focus development on previously developed land and / or to re-use existing buildings. It will also likely use a reduced / the lowest amount of primary aggregates.
15: Conserve and enhance features and areas of heritage value and their setting	+/?	+/?	+/?	As the annual average housing requirement is lower than that within the adopted Local Plan and this option represents the lowest level of growth considered, it has a reduced / the lowest potential to harm existing heritage assets and their settings. However, this may be somewhat offset by reduced / the lowest opportunities to contribute to their restoration, enhancement and long-term management.
16: Conserve and enhance landscape character and local distinctiveness	+	+	+	All development changes the character of the landscape and has the potential for an adverse effect on those features that convey a sense of place. As the annual average housing requirement is lower than that within the adopted Local Plan and this option represents the lowest level of growth considered, it is likely to cause a reduced / the least change to existing landscape character and local distinctiveness.

## **Summary of Housing Requirement Option 1: Moderate Growth**

- 6.12. The average annual housing requirement within this option is lower than that within the adopted Local Plan and this option represents the lowest level of growth considered. However, the amount of growth is sufficient to meet both local housing need and provide an appropriate contribution (1,500 dwellings) towards unmet housing need forecast to arise in the Black Country.
- 6.13. This level of growth is also lower than that currently proposed within the draft Shropshire Local Plan. As such, it could mean that:
- a. The housing land supply buffer is increased. This would provide further confidence regarding the deliverability of the proposed housing requirement. However, the existing buffer is considered robust, as such there is the potential that this approach would result in the housing requirement being significantly exceeded.
  - b. The anticipated capacity and/or rates of delivery across proposed site allocations is reduced. However, Shropshire Council generally takes a cautious approach to approximate site capacities and they have been informed through a proportionate and robust site assessment process. Assumptions regarding delivery rates (and associated lead-in times) have been informed by best available information (including proactive discussions with relevant site promoters) and the application of professional judgement. As such, there is the potential that this approach would result in the housing requirement being significantly exceeded. This exercise would therefore need to be undertaken on a site by site basis.
  - c. The anticipated capacity and/or rates of delivery across other sources of supply is reduced – including windfall allowances. However, Shropshire Council generally takes a cautious approach to assumptions regarding the capacity and delivery rates/timescales for sources of housing land supply and for windfall allowances. As such, there is the potential that this approach would result in the housing requirement being significantly exceeded. This exercise would therefore need to be undertaken on a site by site basis.
  - d. One or more of the proposed site allocations could be de-selected. Whilst this could present an opportunity to de-select one or more of the poorer performing site allocations, this would very much be dependent upon the strategic approach to the distribution of development and it is important to ensure that housing needs across Shropshire are achieved.
  - e. A combination of the above.
- 6.14. It is likely that this level of growth would have a positive effect on the range of plants and animals and the quality and extent of wildlife habitats in Shropshire. It is also likely that it would reduce the need to travel by car, be more capable of being accommodated in areas of low flood risk, promote the efficient use of natural resources (by reducing the level of need) and conserve and enhance landscape character and local distinctiveness. It is also likely that this option would result in a lower potential for harm to heritage assets and their

settings although this may be somewhat offset by reduced opportunities to contribute to their restoration, enhancement and long-term management of these assets and the historic environment.

- 6.15. It is considered that there is insufficient information to reach a confident conclusion regarding whether this option would result in a small positive, small negative or little or no net effect on carbon dioxide emissions and the promotion of adaptation and mitigation to climate change, as more or less growth can positively or negatively contribute to these factors dependent on how and where development is undertaken. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
- 6.16. Furthermore, it is considered that it is more the location rather than the amount of development that is likely to have the most significant influence on protecting and improving soil quality, the conservation and enhancement of water resources and air quality, and on reducing the risk of water and air pollution. Again, the strategic distribution of development and specific site allocations are assessed separately within the SA process.
- 6.17. It is likely that this level of growth would have a negative effect on Shropshire's ability to positively respond to sustainable economic development opportunities, support the achievement of economic growth aspirations including through the creation of more jobs, and support the diversification of our labour force. Furthermore, whilst this option is sufficient to meet local need and provide an appropriate contribution to unmet housing need forecast to arise in the Black Country, it will likely have a negative effect on the ability to provide the right housing to meet the needs of all groups within our communities.
- 6.18. In addition, since new services and facilities are generally delivered through new development and all services and facilities require a 'critical population mass' to ensure their long term 'viability' and 'sustainability', there may be a negative impact on the provision and access to some services and facilities for some communities. This option may also negatively impact on the ability to improve access to public transport.
- 6.19. Although overall physical activity levels may not change, opportunities to focus development in locations with good access to and the ability to support the sustainability of existing health, leisure and community facilities and activities, and to support the provision of new health, leisure and cultural facilities and activities may be reduced in the medium to long term.



**Table 6.2: Housing Requirement Option 2: Significant Growth**

Housing Requirement Option 2: 'Significant Growth'
<p>This option represents around a 10% uplift on local housing need of 25,894 dwellings over the 22-year plan period (annual average of 1,177 dwellings), plus a 1,500 dwelling contribution toward forecast unmet housing need in the Black Country (annual average of 68 dwellings).</p> <p>This option represents a total minimum housing requirement of <b>30,000 dwellings</b> over the 22-year plan period from 2016-2038, which equates to around 1,364 dwellings as an annual average.</p>

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	0	0	0	As the annual average housing requirement is very similar to that within the adopted Local Plan, present trends in the range of plants and animals and the quality and extent of wildlife habitats in Shropshire are unlikely to change.
2: Encourage a strong and sustainable economy throughout Shropshire	0	0	0	As the annual average housing requirement is very similar to that within the adopted Local Plan, this option is likely to represent little change to current economic trends or the ability to respond positively to sustainable development opportunities, support the achievement of economic growth aspirations including through the creation of more jobs, and support the diversification of our labour force.
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society	0	0	0	This option is sufficient to meet local need and provide an appropriate contribution to unmet housing need forecast to arise in the Black Country. As the annual average housing requirement is very similar to that within the adopted Local Plan, there is unlikely to be a significant change from the existing baseline situation with regard to the ability to provide much needed affordable housing and meet the housing needs of specific groups within our communities – including older people and families.
4: Promote access to services for all sections of society	0	0	?/-	As the annual average housing requirement is very similar to that within the adopted Local Plan, it is likely to maintain the existing situation in respect of the ability to provide new services and facilities. However, given that many services and facilities require a 'critical population mass' to maintain viability and sustainability, there may be a decline in the ability for some communities to access key services and facilities such as schools, post offices and play areas in the longer-term.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
5: Encourage the use of sustainable means of transport	0	0	0	As the annual average housing requirement is very similar to that within the adopted Local Plan, it is likely to maintain the existing situation with respect to the use and access to public transport and the prevalence of walking or cycling to work. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
6: Reduce the need of people to travel by car	+	+	+	As the annual average housing requirement is very similar to that within the adopted Local Plan, it is considered likely that the numbers of houses envisaged in this option can be accommodated in accessible locations. As the location of development is the main driver for use of private vehicles, continued levels of development in sustainable locations would mean that residential development would be closer to necessary locations (i.e., areas of employment) and thus there would be less dependency county-wide on private vehicles when compared to Options that would propose development in less sustainable, more isolated locations.
7: Support active and healthy communities.	0	0	-/0	As the annual average housing requirement is very similar to that within the adopted Local Plan it is likely to maintain the existing situation in respect of the ability to provide new leisure and cultural activities. Furthermore, as many recreational activities are based on the natural environment (which is likely to be less affected by this option than those involving higher levels of growth), overall activity levels may remain similar to the current situation. However, given that many formal leisure and cultural activities require a 'critical population mass' to maintain viability and sustainability, there may be a decline in the ability for some communities to access such facilities in the longer-term.
8: Protect and improve soil quality	?	?	?	Whilst the greater the level of development the greater the potential to impact on soil quality, it is the location of development that will have the most influence. A focus on the rural area is likely to affect best and most versatile agricultural land more than development in the urban areas. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution	?	?	?	Whilst the greater the level of development the greater the potential to impact on water quality and water pollution (positively or negatively), since pollution from rural areas is the main issue affecting water quality in Shropshire, the location of allocated sites will determine the impact on water quality and the risk of pollution. The strategic distribution of development and specific site allocations are assessed separately within the SA process.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
10: Reduce flood risk and improve flood management	0	0	0	Lower levels of development are more likely to be able to be accommodated in areas of low flood risk. However, as the annual average housing requirement is very similar to that within the adopted Local Plan, the baseline situation is unlikely to significantly change with regard to flood risk and opportunities to improve flood management.
11: Conserve and enhance Shropshire's air quality and reduce the risk of air pollution	0/?	0/?	0/?	Whilst the greater the level of development the greater the potential to impact on air quality and pollution, the location of development is likely to have the greatest influence e.g. development within or close to an Air Quality Management Area is more likely to have a negative effect whereas development elsewhere is unlikely to change the current situation. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
12: Reduce carbon dioxide emissions	0	0	0	As the annual average housing requirement is very similar to that within the adopted Local Plan, the current baseline with respect to carbon dioxide emissions is likely to remain the same.
13: Promote adaptation and mitigation to climate change	0	0	0	As the annual average housing requirement is very similar to that within the adopted Local Plan, opportunities to adapt and mitigate climate change are likely to remain similar to the present. Likewise, the potential for new large-scale habitats gained through residential development is also likely to be a comparable to current trends.
14: Promote efficient use of natural resources	0	0	0	As the annual average housing requirement is very similar to that within the adopted Local Plan, it is likely to provide a continuation of the current levels of opportunities to focus development on previously developed land and / or to re-use existing buildings. It will also likely result in the use of a comparable amount of primary aggregates.
15: Conserve and enhance features and areas of heritage value and their setting	0	0	0	As the annual average housing requirement is very similar to that within the adopted Local Plan, it is likely that the current situation with respect to the conservation and enhancement of the historic environment is likely to continue.
16: Conserve and enhance landscape character and local distinctiveness	0	0	0	All development changes the character of the landscape and has the potential for an adverse effect on those features that convey a sense of place. As the annual average housing requirement is very similar to that within the adopted Local Plan, this option is unlikely to change current trends in relation to conservation and enhancement of existing landscape character and local distinctiveness.

## **Summary of Housing Requirement Option 2: Significant Growth**

- 6.20. The average annual housing requirement within this option is very similar to that within the adopted Local Plan. This amount of growth is sufficient to meet both local housing need and provide an appropriate contribution (1,500 dwellings) towards unmet housing need forecast to arise in the Black Country.
- 6.21. This level of growth is however lower than that currently proposed within the draft Shropshire Local Plan. As such, it could mean that:
- a. The housing land supply buffer is increased. This would provide further confidence regarding the deliverability of the proposed housing requirement. However, the existing buffer is considered robust, as such there is the potential that this approach would result in the housing requirement being significantly exceeded.
  - b. The anticipated capacity and/or rates of delivery across proposed site allocations is reduced. However, Shropshire Council generally takes a cautious approach to approximate site capacities and they have been informed a proportionate and robust site assessment process. Assumptions regarding delivery rates (and associated lead-in times) have been informed by best available information (including proactive discussions with relevant site promoters) and the application of professional judgement. As such, there is the potential that this approach would result in the housing requirement being significantly exceeded. This exercise would therefore need to be undertaken on a site by site basis.
  - c. The anticipated capacity and/or rates of delivery across other sources of supply is reduced– including windfall allowances. However, Shropshire Council generally takes a cautious approach to assumptions regarding the capacity and delivery rates/timescales for sources of housing land supply and for windfall allowances. As such, there is the potential that this approach would result in the housing requirement being significantly exceeded. This exercise would therefore need to be undertaken on a site by site basis.
  - d. One or more of the proposed site allocations could be de-selected. Whilst this could present an opportunity to de-select one or more of the poorer performing site allocations, this would very much be dependent upon the strategic approach to the distribution of development and it is important to ensure that housing needs across Shropshire are achieved.
  - e. A combination of the above.
- 6.22. It is likely that the growth within this option could be accommodated in accessible locations, thus reducing the need of people to travel by car when compared to the baseline and other options being considered within this SA.

- 6.23. As the level of growth within this option is as an annual average very similar to that within the adopted Local Plan, it is likely that the current situation will be maintained for the following sustainability objectives: protecting and enhancing the range of plants and animals and the quality and extent of wildlife habitats in Shropshire; encouraging a strong and sustainable economy; providing a sufficient amount of good quality housing; encouraging the use of sustainable means of transport; reducing flood risk and improving flood management; reducing carbon dioxide emissions; adapting to and mitigating climate change; promoting the efficient use of natural resources; conserving and enhancing heritage features and their settings, and conserving and enhancing landscape character and local distinctiveness.
- 6.24. Whilst physical activity levels may not change over the plan period, the provision of some leisure and cultural facilities may decline in the longer term, as many formal leisure and cultural activities require a 'critical population mass' to maintain viability and sustainability. Similarly, as services and facilities require a 'critical population mass' to maintain viability and sustainability, there may be a decline in the ability for some communities to access such facilities in the longer-term.
- 6.25. The location of development, rather than the amount, is likely to have the most influence on protecting and improving soil quality, the conservation and enhancement of water resources and air quality and on reducing the risk of water and air pollution. The strategic distribution of development and specific site allocations are assessed separately within the SA process.

**Table 6.3: Housing Requirement Option 3: High Growth (Variation 1)**

**Housing Requirement Option 3: High Growth (Variation 1)**

This option represents around a 13% uplift on local housing need of 25,894 dwellings over the 22-year plan period (annual average of 1,177 dwellings), plus a 1,500 dwelling contribution toward forecast unmet housing need in the Black Country (annual average of 68 dwellings). The total minimum housing requirement would equate to **30,800 dwellings** over the 22-year plan period from 2016-2038, which equates to around 1,400 dwellings as an annual average.

This total minimum housing requirement is equivalent to 29,300 dwellings towards local housing needs over the 22-year plan period and a 1,500 dwelling contribution towards forecast unmet housing need in the Black Country, whilst recognising that these two matters are inherently interlinked.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	-/?	-/?	-/?	As the annual average housing requirement is somewhat higher than that within the adopted Local Plan and this option represents the ‘central’ growth option (lowest of the 3 high-growth variations) considered, it could have a negative effect on the range of protected, priority, key or indicator species and on the quality and extent of wildlife habitats, as the higher levels of growth in this option mean that larger amounts of greenfield land will likely need to be released. However, as the level of growth is not significantly higher than that within the adopted Local Plan, it may not result in a significant change from present trends in the short term. Furthermore, this level of growth allows for more larger sites to come forward, and a master-planning approach on these sites may offer opportunities for biodiversity gains in the medium to long term. Specific site allocations are assessed separately within the SA process.
2: Encourage a strong and sustainable economy throughout Shropshire	+	+	+	As the annual average housing requirement is somewhat higher than that within the adopted Local Plan and this option represents the ‘central’ growth option (lowest of the 3 high-growth variations) considered, it is likely to increase the ability compared to that which currently exists and have a higher potential than a number of the other options considered to positively respond to sustainable development opportunities, support the achievement of economic growth aspirations including through the creation of more jobs, and support the diversification of our labour force. Given wider economic aspirations, it will also provide good opportunities to create a balanced supply of employment land and/or more or higher value jobs. The ability to respond in the shorter term is influenced by both the actual increase to annual average housing requirement and the understanding of the implications of the longer term effect of this increased level of growth.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society	++	++	++	<p>This option is sufficient to meet local need and provide an appropriate contribution to unmet housing need forecast to arise in the Black Country.</p> <p>The annual average housing requirement is somewhat higher than that within the adopted Local Plan and this option represents the 'central' growth option (lowest of the 3 high-growth variations) considered. It represents an increased rate of development compared with the long-term completion rates achieved in Shropshire, but is a lower rate of development compared with short-term completion rates achieved in Shropshire. As such, it is likely that this option will increase the ability compared to that which currently exists and have one of the higher potentials of the options considered to provide much needed affordable housing and meet the housing needs of specific groups within our communities – including older people and families.</p> <p>It could also have a positive geographic implication, allowing for the more balanced distribution of development across locations / settlements that are seen as more and less 'viable' or 'attractive to the market'.</p>
4: Promote access to services for all sections of society	+	+	+	<p>As the annual average housing requirement is somewhat higher than that within the adopted Local Plan and this option represents the 'central' growth option (lowest of the 3 high-growth variations) considered, it is likely to increase the ability to provide new services and facilities compared to that currently available and have a higher potential than many of the other options considered.</p> <p>Furthermore, given that many services and facilities require a 'critical population mass' to maintain viability and sustainability, it is likely to positively impact on the longer-term viability of some services and facilities and as such on the ability for some communities to access key services and facilities such as schools, post offices and play areas.</p>
5: Encourage the use of sustainable means of transport	0	+/?	+/?	<p>As the annual average housing requirement is somewhat higher than that within the adopted Local Plan and this option represents the 'central' growth option (lowest of the 3 high-growth variations) considered, it is likely to increase the ability to facilitate the provision of new forms of sustainable transport. Although as the level of growth is not significantly higher than that within the adopted Local Plan, such effects are more likely to be felt in the medium to longer term.</p> <p>The scale of development in this option may require new transport infrastructure. If this development is focussed towards existing public transport hubs, use of sustainable means of transport may be encouraged. The strategic distribution of development and specific site allocations are assessed separately within the SA process.</p>

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
6: Reduce the need of people to travel by car	-/?	-/?	-/?	As the annual average housing requirement is somewhat higher than that within the adopted Local Plan and this option represents the 'central' growth option (lowest of the 3 High Growth variations) considered, it is likely to result in more housing development compared to current policy requirements. This may have a negative effect on car usage - more houses would likely result in more cars. However, as the level of growth is not significantly higher than that within the adopted Local Plan, it may not result in a significant change from present trends in the short term. Furthermore, the scale of development may be large enough to support new or existing public transport solutions to counter this in the medium to longer term.
7: Support active and healthy communities.	0	+	+	Many recreational activities are associated with the natural environment. As the annual average housing requirement is higher than that within the adopted Local Plan and this option represents the 'central' growth option (lowest of the 3 High Growth variations) considered, opportunities to focus development in locations with good access to health, leisure and cultural facilities and activities. The ability to support existing and provide new health, leisure and cultural facilities and activities will also likely increase, offsetting any negative impact and resulting in an enhancement in the medium to long term.
8: Protect and improve soil quality	?	?	?	Whilst the greater the level of development the greater the potential to impact on soil quality, it is the location of development that will have the most influence. A focus on the rural area is likely to affect best and most versatile agricultural land more than development in the urban areas. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution	?	?	?	Whilst the greater the level of development the greater the potential to impact on water quality and water pollution (positively or negatively), since pollution from rural areas is the main issue affecting water quality in Shropshire, the location of allocated sites will determine the impact on water quality and the risk of pollution. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
10: Reduce flood risk and improve flood management	-/?	-/?	-/?	As the annual average housing requirement is somewhat higher than that within the adopted Local Plan and this option represents the 'central' growth option (lowest of the 3 high-growth variations) considered, it will likely require more land, including greenfield land, for development. This may increase the potential for development in areas of higher flood risk, particularly in the medium to long term. However, larger scale growth creates more opportunities for flood management measures.



Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
11: Conserve and enhance Shropshire's air quality and reduce the risk of air pollution	0/?	0/?	0/?	Whilst the greater the level of development the greater the potential to impact on air quality and pollution, the location of development is likely to have the greatest influence e.g., development within or close to an Air Quality Management Area is more likely to have a negative effect whereas development elsewhere is unlikely to change the current situation. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
12: Reduce carbon dioxide emissions	+	+	+	Economies of scale may offer some opportunities to increase the provision of energy from renewable sources, support reductions in energy consumption and promote energy efficiency.
13: Promote adaptation and mitigation to climate change	?	?/+	?/+	As the annual average housing requirement is somewhat higher than that within the adopted Local Plan and this option represents the 'central' growth option (lowest of the 3 high-growth variations) considered, it is likely to require an increased amount of land for development and as such increase the potential for greenfield development, particularly in the medium to long term. However, conversely new development is expected to achieve a minimum of 10% biodiversity net gain, as such an increased / higher level of development will increase the amount of biodiversity net gain achieved. Furthermore, this level of growth allows for more larger sites to come forward, therefore the potential for new large scale habitats gained through residential development is also likely to be increased / higher in this option than some other options considered and compared with the annual average housing requirement within the adopted Local Plan, so increasing the contribution this can make to adapting and mitigating climate change. Specific site allocations are assessed separately within the SA process.
14: Promote efficient use of natural resources	-	-	-	As the annual average housing requirement is somewhat higher than that within the adopted Local Plan and this option represents the 'central' growth option (lowest of the 3 High Growth variations) considered, it is likely to provide decreased / lower opportunity to focus development on previously developed land and / or to re-use existing buildings. It will also likely increase the amount of primary aggregates utilised.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
15: Conserve and enhance features and areas of heritage value and their setting	?	-/?	-/?	As the annual average housing requirement is somewhat higher than that within the adopted Local Plan and this option represents the 'central' growth option (lowest of the 3 high-growth variations) considered, it has increased / one of the higher potentials to harm existing heritage assets and their settings, particularly in the medium to long term. However, this may be somewhat offset by increased opportunities to contribute to their restoration, enhancement and long-term management.
16: Conserve and enhance landscape character and local distinctiveness	-	-	-	All development changes the character of the landscape and has the potential for an adverse effect on those features that convey a sense of place. As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents one of the higher levels of growth considered, it is likely to cause an increased / higher change to existing landscape character and local distinctiveness.

### **Summary for Housing Requirement Option 3: High Growth (Variation 1)**

- 6.26. The average annual housing requirement within this option is somewhat higher than that within the adopted Local Plan and this option represents the 'central' growth option (lowest of the 3 high-growth variations) considered. This amount of growth is sufficient to meet both local housing need and provide an appropriate contribution (1,500 dwellings) towards unmet housing need forecast to arise in the Black Country.
- 6.27. This level of growth is consistent with that proposed within the draft Shropshire Local Plan. As such, it would support the continued identification of all proposed allocations and the continuation of the assumptions made regarding delivery timescales and rates, which have been informed by best available information (including proactive discussions with relevant site promoters) and the application of professional judgement.
- 6.28. The higher level of growth within this option would allow significant opportunities to provide much needed affordable housing and meet the housing needs of specific groups within our communities – including older people and families. The economy would also likely benefit from this option, as it provides greater opportunities to positively respond to sustainable development opportunities, support the achievement of economic growth aspirations including through the creation of more jobs, and support the diversification of our labour force.
- 6.29. This option would also likely promote access to existing services such as schools or shops and provides the potential to increase provision in the medium to long term. Similarly, there may be good opportunities for provision of new health, leisure, recreational and cultural

facilities. Economies of scale may also contribute to an increased provision of energy from renewable sources, whilst supporting reductions in energy consumption and promoting energy efficiency, particularly in the medium to long term.

- 6.30. The scale of development in this option would likely require and facilitate a degree of new transport and other forms of infrastructure provision at a level higher than options with lower levels of growth, particularly in the medium to long term. If this growth was focussed towards existing public transport hubs, use of sustainable means of transport may be encouraged. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
- 6.31. Due to the scale of development, it is likely that larger amounts of greenfield land would need to be released in this option compared to the baseline and options for lower levels of growth, there may also be a negative effect on the range of plants and animals and quality and extent of wildlife habitats, particularly in the medium to long term. However, this level of growth allows for more larger sites to come forward, a master-planning approach to larger sites may provide opportunities for biodiversity gains to offset such losses and provide opportunities for the creation of relatively large areas of new habitats. The specific site allocations are assessed separately within the SA process.
- 6.32. The location of development, rather than the amount, is likely to have the most influence on protecting and improving soil quality, the conservation and enhancement of water resources and air quality and on reducing the risk of water and air pollution. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
- 6.33. It is likely to be more difficult to focus this level of growth in accessible locations, so it may not be possible to reduce the need of people to travel by car, particularly in the medium to long term. However, new or existing public transport solutions may counter this. Due to the level of growth, this option may increase the potential for development in areas of higher flood risk. However, conversely larger scale growth creates more opportunities for flood management measures.
- 6.34. This option will likely use more land than the current baseline and the options with lower levels of growth considered, as such opportunities to focus development on previously developed land or existing buildings is likely to be more limited. This option would also likely increase the amount of primary aggregates required, above the baseline.
- 6.35. Higher levels of growth inevitably have a greater potential to cause harm to heritage assets and their settings, given that the level of growth in this option is somewhat higher, this is likely to be the case in the medium to long term. But equally, the associated increased economic benefits may offer opportunities to provide for the better management of the historic environment. This option is unlikely to maintain or improve existing landscape character and unless development is carefully located and designed, may have a negative effect on local distinctiveness.

**Table 6.4: Housing Requirement Option 4: High Growth (Variation 2)**

**Housing Requirement Option 4: High Growth (Variation 2)**  
 This option represents around a 15% uplift on local housing need of 25,894 dwellings over the 22-year plan period (annual average of 1,177 dwellings), plus a 1,500 dwelling contribution toward forecast unmet housing need in the Black Country (annual average of 68 dwellings).  
 This option represents a total minimum housing requirement of **31,300 dwellings** over the 22-year plan period from 2016-2038, which equates to around 1,423 dwellings as an annual average.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	-	-/?	-/?	As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents one of the higher levels of growth considered, it is likely to have a negative effect in the short term on the range of protected, priority, key or indicator species and on the quality and extent of wildlife habitats, as the higher levels of growth in this option mean that larger amounts of greenfield land will likely need to be released. For the same reason, it is also likely to have a negative effect on the range of protected, priority, key or indicator species and on the quality and extent of wildlife habitats in the medium and long term. However, this level of growth allows for more larger sites to come forward, and a master-planning approach on these sites may offer opportunities for biodiversity gains in the medium to long term. Specific site allocations are assessed separately within the SA process.
2: Encourage a strong and sustainable economy throughout Shropshire	+	+	+	As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents one of the higher levels of growth considered, it is likely to increase the ability compared to that which currently exists and have a higher potential than many of the other options considered to positively respond to sustainable development opportunities, support the achievement of economic growth aspirations including through the creation of more jobs, and support the diversification of our labour force. Given wider economic aspirations, it will also provide good opportunities to create a balanced supply of employment land and/or more or higher value jobs.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society	++	++	++	<p>This option is sufficient to meet local need and provide an appropriate contribution to unmet housing need forecast to arise in the Black Country.</p> <p>The average annual housing requirement is higher than that within the adopted Local Plan and this option represents one of the higher levels of growth considered. It represents an increased rate of development compared with the long-term completion rates achieved in Shropshire, but is a lower rate of development compared with short-term completion rates achieved in Shropshire.</p> <p>As such, it is likely that this option will increase the ability compared to that which currently exists and have one of the higher potentials of the options considered to provide much needed affordable housing and meet the housing needs of specific groups within our communities – including older people and families.</p> <p>It could also have a positive geographic implication, allowing for the more balanced distribution of development across locations / settlements that are seen as more and less ‘viable’ or ‘attractive to the market’.</p>
4: Promote access to services for all sections of society	+	+	+ / ++	<p>As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents one of the higher levels of growth considered, it is likely to increase the ability to provide new services and facilities compared to that currently available and have a higher potential than many of the other options considered.</p> <p>Furthermore, given that many services and facilities require a ‘critical population mass’ to maintain viability and sustainability, it is likely to positively impact on the longer-term viability of some services and facilities and as such on the ability for some communities to access key services and facilities such as schools, post offices and play areas.</p>
5: Encourage the use of sustainable means of transport	+ / ?	+ / ?	+ / ?	<p>As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents one of the higher levels of growth considered, it is likely to increase the ability to facilitate the provision of new forms of sustainable transport.</p> <p>The scale of development in this option may require new transport infrastructure. If this development is focussed towards existing public transport hubs, use of sustainable means of transport may be encouraged. The strategic distribution of development and specific site allocations are assessed separately within the SA process.</p>

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
6: Reduce the need of people to travel by car	-	-/?	-/?	As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents one of the higher levels of growth considered, it is likely to result in more housing development compared to current policy requirements. This may have a negative effect on car usage - more houses would likely result in more cars. However, the scale of development may be large enough to support new or existing public transport solutions to counter this in the medium to longer term.
7: Support active and healthy communities.	0	+	+	Many recreational activities are associated with the natural environment (which as assessed within Sustainability Objective 1 may be negatively affected by this option), which could compromise the ability to support active and healthy communities. However, as the average annual housing requirement is higher than that within the adopted Local Plan and this option represents one of the higher levels of growth considered, opportunities to focus development in locations with good access to health, leisure and cultural facilities and activities. The ability to support existing and provide new health, leisure and cultural facilities and activities will also likely increase, offsetting any negative impact and resulting in an enhancement in the medium to long term.
8: Protect and improve soil quality	?	?	?	Whilst the greater the level of development the greater the potential to impact on soil quality, it is the location of development that will have the most influence. A focus on the rural area is likely to affect best and most versatile agricultural land more than development in the urban areas. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution	?	?	?	Whilst the greater the level of development the greater the potential to impact on water quality and water pollution (positively or negatively), since pollution from rural areas is the main issue affecting water quality in Shropshire, the location of allocated sites will determine the impact on water quality and the risk of pollution. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
10: Reduce flood risk and improve flood management	-/?	-/?	-/?	As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents one of the higher levels of growth considered, it will likely require more land, including greenfield land, for development. This may increase the potential for development in areas of higher flood risk. However, larger scale growth creates more opportunities for flood management measures.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
11: Conserve and enhance Shropshire's air quality and reduce the risk of air pollution	0/?	0/?	0/?	Whilst the greater the level of development the greater the potential to impact on air quality and pollution, the location of development is likely to have the greatest influence e.g., development within or close to an Air Quality Management Area is more likely to have a negative effect whereas development elsewhere is unlikely to change the current situation. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
12: Reduce carbon dioxide emissions	+	+	+	Economies of scale may offer opportunities to increase the provision of energy from renewable sources, support reductions in energy consumption and promote energy efficiency.
13: Promote adaptation and mitigation to climate change	?/+	?/+	?/+	As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents one of the higher levels of growth considered, it is likely to require an increased / higher amount of land for development and as such increase / have a higher potential for greenfield development. As new development is expected to achieve a minimum of 10% biodiversity net gain, an increased / higher level of development will increase the amount of biodiversity net gain achieved. Furthermore, this level of growth allows for larger sites to come forward, therefore the potential for new large scale habitats gained through residential development is also likely to be increased / higher in this option than some other options considered and compared with the annual average housing requirement within the adopted Local Plan, so increasing the contribution this can make to adapting and mitigating climate change. Specific site allocations are assessed separately within the SA process.
14: Promote efficient use of natural resources	-	-	-	As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents one of the higher levels of growth considered, it is likely to provide decreased / lower opportunity to focus development on previously developed land and / or to re-use existing buildings. It will also likely increase the amount of primary aggregates utilised.
15: Conserve and enhance features and areas of heritage value and their setting	-/?	-/?	-/?	As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents one of the higher levels of growth considered, it has increased / higher potential to harm existing heritage assets and their settings. However, this may be somewhat offset by increased opportunities to contribute to their restoration, enhancement and long-term management.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
16: Conserve and enhance landscape character and local distinctiveness	-	-	-	All development changes the character of the landscape and has the potential for an adverse effect on those features that convey a sense of place. As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents one of the higher levels of growth considered, it is likely to cause an increased / higher change to existing landscape character and local distinctiveness.

### **Summary for Housing Requirement Option 4: High Growth (Variation 2)**

6.36. The average annual housing requirement within this option is higher than that within the adopted Local Plan and this option represents one of the highest level of growth considered. This amount of growth is sufficient to meet both local housing need and provide an appropriate contribution (1,500 dwellings) towards unmet housing need forecast to arise in the Black Country.

6.37. This level of growth is also higher than that currently proposed within the draft Shropshire Local Plan. As such, it could mean that:

- a. The housing land supply buffer is reduced. The existing buffer is considered to be robust and could be reduced to an extent and still maintain robustness. However, the maintenance of an appropriate housing land supply buffer is considered important in order to ensure confidence regarding the deliverability of the proposed housing requirement.
- b. The anticipated capacity and rates of delivery across proposed site allocations is increased. Site capacities have been informed a proportionate and robust site assessment process; however, Shropshire Council does generally take a cautious approach to approximate site capacities and there are likely locations where there are potentially opportunities to increase site capacity and still achieve an appropriate form of development (particularly in circumstances where a development includes a form of housing which is of a higher density such as specialist housing for older people). Assumptions regarding delivery rates (and associated lead-in times) have been informed by best available information (including proactive discussions with relevant site promoters) and the application of professional judgement. This exercise would need to be undertaken on a site by site basis.
- c. The anticipated capacity and rates of delivery across other sources of housing land supply is increased. Shropshire Council generally takes a cautious approach to assumptions regarding the capacity and delivery rates/timescales for sources of housing land supply. As such, there is the potential for this approach to result in additional deliverable housing land supply. This exercise would need to be undertaken on a site by site basis.



- d. Windfall allowances in one or more settlements could be increased. Whilst existing windfall allowances were considered reasonable when proposed and there is flexibility within the draft Shropshire Local Plan for settlement guidelines to be exceeded, where this is appropriate, there is evidence that in some instances windfall allowances have been overly cautious and as such there is potential to increase windfall allowance in recognition of this. As an example, Shrewsbury, had a windfall allowance of 505 dwellings as at 31<sup>st</sup> March 2019. Current monitoring suggests that this windfall allowance has already been exceeded. This exercise would need to be undertaken on a settlement by settlement basis.
  - e. One or more of the existing site allocations could be expanded to increase its capacity. Any increased capacity would need to be deliverable within the proposed plan period and support the delivery of necessary supporting infrastructure.
  - f. One or more additional site allocations could be proposed.
  - g. A combination of the above.
- 6.38. The high level of growth within this option would likely allow significant opportunities to provide much needed affordable housing and meet the housing needs of specific groups within our communities – including older people and families. The economy would also likely benefit from this option, as it provides greater opportunities to positively respond to sustainable development opportunities, support the achievement of economic growth aspirations including through the creation of more jobs, and support the diversification of our labour force.
- 6.39. This option would also likely promote access to existing services such as schools or shops and provides the potential to increase provision, with particular opportunities in the medium to long term. Similarly, there may be good opportunities for provision of new health, leisure, recreational and cultural facilities. Economies of scale may also contribute to an increased provision of energy from renewable sources, whilst supporting reductions in energy consumption and promoting energy efficiency.
- 6.40. The scale of development in this option would likely require and facilitate new transport and other forms of infrastructure provision at a level higher than options with lower levels of growth. If this growth is focussed towards existing public transport hubs, use of sustainable means of transport may be encouraged. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
- 6.41. Due to the scale of development, it is likely that larger amounts of greenfield land would need to be released in this option compared to the baseline and options for lower levels of growth, there may also be a negative effect on the range of plants and animals and quality and extent of wildlife habitats, particularly in the medium to long term. However, this level of growth allows for more larger sites to

come forward, a master-planning approach to larger sites may provide opportunities for biodiversity gains to offset such losses and provide opportunities for the creation of relatively large areas of new habitats. The specific site allocations are assessed separately within the SA process.

- 6.42. The location of development, rather than the amount, is likely to have the most influence on protecting and improving soil quality, the conservation and enhancement of water resources and air quality and on reducing the risk of water and air pollution. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
- 6.43. It is likely to be more difficult to focus this level of growth in accessible locations, so it may not be possible to reduce the need of people to travel by car. However, new or existing public transport solutions may counter this. Due to the level of growth, this option may increase the potential for development in areas of higher flood risk. However, conversely larger scale growth creates more opportunities for flood management measures.
- 6.44. This option would likely use more land than the current baseline and the options with lower levels of growth considered, as such opportunities to focus development on previously developed land or existing buildings is likely to be more limited. This option would also likely increase the amount of primary aggregates required, above the baseline.
- 6.45. Higher levels of growth inevitably have a greater potential to cause harm to heritage assets and their settings, but equally the associated increased economic benefits may offer opportunities to provide for the better management of the historic environment. This option is unlikely to maintain or improve existing landscape character and unless development is carefully located and designed, may have a negative effect on local distinctiveness.

**Table 6.5: Housing Requirement Option 5: High Growth (Variation 3)**

Housing Requirement Option 5: High Growth (Variation 3)
<p>This option represents around an 19% uplift on local housing need of 25,894 dwellings over the 22-year plan period (annual average of 1,177 dwellings), plus a 1,500 dwelling contribution toward forecast unmet housing need in the Black Country (annual average of 68 dwellings).</p> <p>This option represents a total minimum housing requirement of <b>32,300 dwellings</b> over the 22-year plan period from 2016-2038, which equates to around 1,468 dwellings as an annual average.</p> <p>This total minimum housing requirement is equivalent to a 30,800 dwelling contribution towards local housing needs over the 22-year plan period, plus a 1,500 dwelling contribution toward forecast unmet housing need in the Black Country, whilst recognising that these two matters are inherently interlinked.</p>

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	-	-/?	-/?	<p>As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents the highest level of growth considered, it is likely to have a negative effect in the short term on the range of protected, priority, key or indicator species and on the quality and extent of wildlife habitats, as the higher levels of growth in this option mean that larger amounts of greenfield land will likely need to be released.</p> <p>For the same reason, it is also likely to have a negative effect on the range of protected, priority, key or indicator species and on the quality and extent of wildlife habitats in the medium and long term. However, this level of growth allows for more larger sites to come forward, and a master-planning approach on these sites may offer opportunities for biodiversity gains in the medium to long term. Specific site allocations are assessed separately within the SA process.</p>
2: Encourage a strong and sustainable economy throughout Shropshire	+	+	+	<p>As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents the highest level of growth considered, it is likely to increase the ability compared to that which currently exists and have the highest potential of the options considered to positively respond to sustainable development opportunities, support the achievement of economic growth aspirations including through the creation of more jobs, and support the diversification of our labour force. Given wider economic aspirations, it will also provide good opportunities to create a balanced supply of employment land and/or more or higher value jobs.</p>

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society	++	++	++	<p>This option is sufficient to meet local need and provide an appropriate contribution to unmet housing need forecast to arise in the Black Country.</p> <p>The average annual housing requirement is higher than that within the adopted Local Plan and this option represents the highest level of growth considered. It represents an increased rate of development compared with the long-term completion rates achieved in Shropshire, but is a lower rate of development compared with short-term completion rates achieved in Shropshire.</p> <p>As such, it is likely that this option will increase the ability compared to that which currently exists and have the highest potential of the options considered to provide much needed affordable housing and meet the housing needs of specific groups within our communities – including older people and families.</p> <p>It could also have a positive geographic implication, allowing for the more balanced distribution of development across locations / settlements that are seen as more and less ‘viable’ or ‘attractive to the market’.</p>
4: Promote access to services for all sections of society	+	+/**	+/**	<p>As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents the highest level of growth considered, it is likely to increase the ability / have the highest potential of the options considered to provide new services and facilities.</p> <p>Furthermore, given that many services and facilities require a ‘critical population mass’ to maintain viability and sustainability, it is likely to positively impact on the longer-term viability of some services and facilities and as such on the ability for some communities to access key services and facilities such as schools, post offices and play areas.</p>
5: Encourage the use of sustainable means of transport	+/?	+/?	+/?	<p>As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents the highest level of growth considered, it is likely to increase the ability to facilitate the provision of new forms of sustainable transport.</p> <p>The scale of development in this option may require new transport infrastructure. If this development is focussed towards existing public transport hubs, use of sustainable means of transport may be encouraged. The strategic distribution of development and specific site allocations are assessed separately within the SA process.</p>

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
6: Reduce the need of people to travel by car	-	-/?	-/?	As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents the highest level of growth considered, it is likely to result in more housing development compared to current policy requirements. This may have a negative effect on car usage - more houses would likely result in more cars. However, the scale of development may be large enough to support new or existing public transport solutions to counter this in the medium to longer term.
7: Support active and healthy communities.	0	+	+	Many recreational activities are associated with the natural environment (which as assessed within Sustainability Objective 1 may be negatively affected by this option), which could compromise the ability to support active and healthy communities. However, as the average annual housing requirement is higher than that within the adopted Local Plan and this option represents one of the higher levels of growth considered, opportunities to focus development in locations with good access to health, leisure and cultural facilities and activities. The ability to support existing and provide new health, leisure and cultural facilities and activities will also likely increase, offsetting any negative impact and resulting in an enhancement in the medium to long term.
8: Protect and improve soil quality	?	?	?	Whilst the greater the level of development the greater the potential to impact on soil quality, it is the location of development that will have the most influence. A focus on the rural area is likely to affect best and most versatile agricultural land more than development in the urban areas. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution	?	?	?	Whilst the greater the level of development the greater the potential to impact on water quality and water pollution (positively or negatively), since pollution from rural areas is the main issue affecting water quality in Shropshire, the location of allocated sites will determine the impact on water quality and the risk of pollution. The strategic distribution of development and specific site allocations are assessed separately within the SA process.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
10: Reduce flood risk and improve flood management	-/?	-/?	-/?	As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents the highest level of growth considered, it will likely require more land, including greenfield land, for development. This may increase the potential for development in areas of higher flood risk. However, larger scale growth creates more opportunities for flood management measures.
11: Conserve and enhance Shropshire's air quality and reduce the risk of air pollution	0/?	0/?	0/?	Whilst the greater the level of development the greater the potential to impact on air quality and pollution, the location of development is likely to have the greatest influence e.g., development within or close to an Air Quality Management Area is more likely to have a negative effect whereas development elsewhere is unlikely to change the current situation. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
12: Reduce carbon dioxide emissions	+	+	+	Economies of scale may offer opportunities to increase the provision of energy from renewable sources, support reductions in energy consumption and promote energy efficiency.
13: Promote adaptation and mitigation to climate change	?/+	?/+	?/+	As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents the highest level of growth considered, it is likely to require an increased / highest amount of land for development and as such increase / have the highest potential for greenfield development. However, conversely new development is expected to achieve a minimum of 10% biodiversity net gain, as such an increased / highest level of development will increase the amount of biodiversity net gain achieved. Furthermore, this level of growth allows for larger sites to come forward, therefore the potential for new large scale habitats gained through residential development is also likely to be increased / higher in this option than some other options considered and compared with the annual average housing requirement within the adopted Local Plan, so increasing the contribution this can make to adapting and mitigating climate change. Specific site allocations are assessed separately within the SA process.
14: Promote efficient use of natural resources	-	-	-	As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents the highest level of growth considered, it is likely to provide decreased / lowest opportunity to focus development on previously developed land and / or to re-use existing buildings. It will also likely increase the amount of primary aggregates utilised.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
15: Conserve and enhance features and areas of heritage value and their setting	-/?	-/?	-/?	As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents the highest level of growth considered, it has increased / highest potential to harm existing heritage assets and their settings. However, this may be somewhat offset by increased opportunities to contribute to their restoration, enhancement and long-term management.
16: Conserve and enhance landscape character and local distinctiveness	-	-	-	All development changes the character of the landscape and has the potential for an adverse effect on those features that convey a sense of place. As the average annual housing requirement is higher than that within the adopted Local Plan and this option represents the highest level of growth considered, it is likely to cause an increased / highest change to existing landscape character and local distinctiveness.

### **Summary for Housing Requirement Option 5: High Growth (Variation 3)**

6.46. The average annual housing requirement within this option is higher than that within the adopted Local Plan and this option represents the highest level of growth considered. This amount of growth is sufficient to meet both local housing need and provide an appropriate contribution (1,500 dwellings) towards unmet housing need forecast to arise in the Black Country.

6.47. This level of growth is also higher than that currently proposed within the draft Shropshire Local Plan. As such, it could mean that:

- a. The housing land supply buffer is reduced. The existing buffer is considered to be robust and could be reduced to an extent and still maintain robustness. However, the maintenance of an appropriate housing land supply buffer is considered important in order to ensure confidence regarding the deliverability of the proposed housing requirement.
- b. The anticipated capacity and rates of delivery across proposed site allocations is increased. Site capacities have been informed a proportionate and robust site assessment process; however, Shropshire Council does generally take a cautious approach to approximate site capacities and there are likely locations where there are potentially opportunities to increase site capacity and still achieve an appropriate form of development (particularly in circumstances where a development includes a form of housing which is of a higher density such as specialist housing for older people). Assumptions regarding delivery rates (and associated lead-in times) have been informed by best available information (including proactive discussions with relevant site promoters) and the application of professional judgement. This exercise would need to be undertaken on a site by site basis.

- c. The anticipated capacity and rates of delivery across other sources of housing land supply is increased. Shropshire Council generally takes a cautious approach to assumptions regarding the capacity and delivery rates/timescales for sources of housing land supply. As such, there is the potential for this approach to result in additional deliverable housing land supply. This exercise would need to be undertaken on a site by site basis.
  - d. Windfall allowances in one or more settlements could be increased. Whilst existing windfall allowances were considered reasonable when proposed and there is flexibility within the draft Shropshire Local Plan for settlement guidelines to be exceeded, where this is appropriate, there is evidence that in some instances windfall allowances have been overly cautious and as such there is potential to increase windfall allowance in recognition of this. As an example, Shrewsbury, had a windfall allowance of 505 dwellings as at 31<sup>st</sup> March 2019. Current monitoring suggests that this windfall allowance has already been exceeded. This exercise would need to be undertaken on a settlement by settlement basis.
  - e. One or more of the existing site allocations could be expanded to increase its capacity. Any increased capacity would need to be deliverable within the proposed plan period and support the delivery of necessary supporting infrastructure.
  - f. One or more additional site allocations could be proposed.
  - g. A combination of the above.
- 6.48. The very high level of growth within this option would likely allow significant opportunities to provide much needed affordable housing and meet the housing needs of specific groups within our communities – including older people and families. The economy would also likely benefit from this option, as it provides greater opportunities to positively respond to sustainable development opportunities, support the achievement of economic growth aspirations including through the creation of more jobs, and support the diversification of our labour force.
- 6.49. This option would also likely promote access to existing services such as schools or shops and provides the potential to increase provision, with particular opportunities in the medium to long term. Similarly, there may be good opportunities for provision of new health, leisure, recreational and cultural facilities. Economies of scale may also contribute to an increased provision of energy from renewable sources, whilst supporting reductions in energy consumption and promoting energy efficiency.
- 6.50. The scale of development in this option would likely require and facilitate new transport and other forms of infrastructure provision at a level higher than options with lower levels of growth. If this growth is focussed towards existing public transport hubs, use of sustainable



means of transport may be encouraged. The strategic distribution of development and specific site allocations are assessed separately within the SA process.

- 6.51. Due to the scale of development, it is likely that larger amounts of greenfield land would need to be released in this option compared to the baseline and options for lower levels of growth, there may also be a negative effect on the range of plants and animals and quality and extent of wildlife habitats, particularly in the medium to long term. However, this level of growth allows for more larger sites to come forward, a master-planning approach to larger sites may provide opportunities for biodiversity gains to offset such losses and provide opportunities for the creation of relatively large areas of new habitats. The specific site allocations are assessed separately within the SA process.
- 6.52. The location of development, rather than the amount, is likely to have the most influence on protecting and improving soil quality, the conservation and enhancement of water resources and air quality and on reducing the risk of water and air pollution. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
- 6.53. It is likely to be more difficult to focus this level of growth in accessible locations, so it may not be possible to reduce the need of people to travel by car. However, new or existing public transport solutions may counter this. Due to the level of growth, this option may increase the potential for development in areas of higher flood risk. However, conversely larger scale growth creates more opportunities for flood management measures.
- 6.54. This option would likely use more land than the current baseline and the options with lower levels of growth considered, as such opportunities to focus development on previously developed land or existing buildings is likely to be more limited. This option would also likely increase the amount of primary aggregates required, above the baseline.
- 6.55. Higher levels of growth inevitably have a greater potential to cause harm to heritage assets and their settings, but equally the associated increased economic benefits may offer opportunities to provide for the better management of the historic environment. This option is unlikely to maintain or improve existing landscape character and unless development is carefully located and designed, may have a negative effect on local distinctiveness.

## **Comparison Summary of Reasonable Options for the Housing Requirement**

- 6.56. The overall purpose of this component of the additional SA assessment work is to help inform judgements about which of the reasonable alternatives for the housing requirement is the most sustainable against the SA objectives. This additional SA assessment work is summarised within Tables 5.1 - 5.5 above.
- 6.57. To assist with the comparison of the results of the additional SA assessment of the reasonable alternatives for the housing requirement, Table 5.6 has been prepared for illustrative purposes only. This summarises, in comparative terms, how the five reasonable alternatives perform against each of the SA objectives. This is achieved by 'ranking' the performance of each of the reasonable options from best performing (1) to poorest performing (5) in relative terms, against each SA objective – where reasonable alternatives achieve the same/similar rating in the short, medium and long term for a SA objective, professional judgement has been utilised to determine whether there are nuances within the scoring of the options.
- 6.58. It is not however appropriate to 'total-up' the scores, because performance against each of the SA objectives requires consideration in and of itself and 'totalling-up' scores would not achieve this requirement. Furthermore, the SA objectives are diverse and address differing considerations, therefore it is not possible to directly compare them. In addition, there are also more SA objectives that address environmental topics than social and economic topics, as such a 'totalling-up' of scores would create a bias towards environmental factors, when the principle of sustainable development is about achieving balance across all three pillars – social, economic, and environmental.

**Table 6.6: Comparison of Housing Requirement Options**

Sustainability Objective	Option 1: Moderate Growth	Option 2: Significant Growth	Option 3: High Growth (Variation 1)	Option 4: High Growth (Variation 2)	Option 5: High Growth (Variation 3)
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	1	2	3	4	5
2: Encourage a strong and sustainable economy throughout Shropshire	5	4	3	2	1
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society	5	4	3	2	1
4: Promote access to services for all sections of society	5	4	3	2	1
5: Encourage the use of sustainable means of transport	5	4	3	2	1
6: Reduce the need of people to travel by car	1	2	3	4	5
7: Support active and healthy communities.	5	4	3	2	1
8: Protect and improve soil quality	?	?	?	?	?
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution	?	?	?	?	?
10: Reduce flood risk and improve flood management	?	?	?	?	?
11: Conserve and enhance Shropshire’s air quality and reduce the risk of air pollution	?	?	?	?	?
12: Reduce carbon dioxide emissions	?	4	3	2	1
13: Promote adaptation and mitigation to climate change	5	4	3	2	1
14: Promote efficient use of natural resources	1	2	3	4	5
15: Conserve and enhance features and areas of heritage value and their setting	1	2	3	4	5
16: Conserve and enhance landscape character and local distinctiveness	1	2	3	4	5

## **Conclusion**

- 6.59. Tables 5.1 - 5.5 summarise the additional SA assessment work for each of the reasonable housing requirement options identified. Table 5.6 then summarises, in comparative terms, how the five reasonable alternatives perform against each of the SA objectives – this is for illustrative purposes only.
- 6.60. It is apparent from the results of the additional SA assessment work that none of the reasonable housing requirement options are likely to result in a strongly negative effect. This being a significant adverse impact that is predicted to be direct, permanent, irreversible and of major magnitude on a large part or the whole of Shropshire, a nationally/internationally protected asset, or on areas outside the County. As such, mitigation would not be required for any of these reasonable options.
- 6.61. Conversely, housing requirement options 3, 4 and 5 (the three high growth variations) are each likely to result in a strongly positive effect on *SA objective 3: provision of a sufficient amount of good quality housing which meets the needs of all sections of society* in the short, medium and long term (with options 4 and 5 also potentially resulting in a strongly positive effect on *SA objective 4: promoting access to services for all sections of society*, in the long term and medium and long term respectively). A strongly positive effect is a significant benefit that is predicted to be direct, permanent, irreversible and of major magnitude to a large part or all of Shropshire or a large number of people/receptors (including outside the County).
- 6.62. This is perhaps unsurprising as the achievement of *SA objective 3: provision of a sufficient amount of good quality housing which meets the needs of all sections of society*, is directly related to the amount of housing provided, and each of options 3, 4 and 5 represent significant levels of housing growth above the baseline housing need identified, thereby providing greater opportunities to deliver affordable housing and other forms of housing to meet the needs of groups within our communities
- 6.63. The achievement of *SA objective 4: promoting access to services for all sections of society* is also somewhat linked to the level of housing provided, as it provides greater ‘critical population mass’ thereby supporting the maintenance and enhancement of the viability and sustainability of services and facilities and also increasing the ability to provide new services and facilities.
- 6.64. It is important to note that there are a number of SA objectives that are linked to the strategic distribution and specific location of development (sites), and as such in the context of the additional SA assessment of reasonable options for the housing requirement the conclusion can only be unknown. The strategic distribution and location of development (sites) are assessed separately within the SA process.
- 6.65. In general terms, the additional SA assessment work can be summarised as concluding that the greater the level of housing proposed within the option, the greater the likelihood of positive impacts on social and economic factors. Conversely the greater

the level of housing proposed within the option, the greater the likelihood of negative impacts on environmental factors. **It is important to recognise that the principle of sustainable development is about achieving balance across all three pillars – social, economic, and environmental.**

- 6.66. It is also important, although beyond the scope of this additional SA assessment work, to ensure that the resultant housing requirement option chosen is deliverable within the proposed plan period. Consideration of deliverability will be informed by a range of factors, including:
- a. Past trends in housing completions and the housing market over the short, medium and long term;
  - b. Recognition of the factors that can influence future trends in housing completions and the housing market in the short, medium and long term. This will include the myriad of known and unknown local, regional, national and international factors that may influence the housing market and housing delivery rates.
- 6.67. The housing requirement within Option 1: Moderate Growth and Option 2: Significant Growth represent lower levels of growth than currently proposed within the draft Shropshire Local Plan. There are a number of different means (including those documented within the summary of these options) for the potential refinement of the proposed strategy to align with either of these options, but irrespective of this, there is clearly confidence that either of these options is deliverable.
- 6.68. Whilst both would achieve the identified local housing need and provide a 1,500 dwelling contribution to the unmet housing need forecast to arise within the Black Country, they would be unlikely to achieve a strongly positive effect against *SA objective 3: provision of a sufficient amount of good quality housing which meets the needs of all sections of society.*
- 6.69. The housing requirement within Option 3: High Growth (Variation 1) is comparable to that currently proposed within the draft Shropshire Local Plan, as such the strategy for its achievement would be that proposed within the draft Shropshire Local Plan and there is clearly confidence that this option is deliverable.
- 6.70. Furthermore, this option would achieve the identified local housing need and provide a 1,500 dwelling contribution to the unmet housing need forecast to arise within the Black Country. It also provides an opportunity to achieve a strongly positive effect against *SA objective 3: provision of a sufficient amount of good quality housing which meets the needs of all sections of society.*
- 6.71. Option 4: High Growth (Variation 2) and Option 5: High Growth (Variation 3) represent higher levels of growth than currently proposed within the draft Shropshire Local Plan. There are a number of different means (including those documented within the summary of these options) for the potential refinement of the proposed strategy to align with either of these options, but irrespective of this, as they both entail delivery

above that currently proposed there would need to be careful consideration of whether the relevant option is deliverable.

- 6.72. These options would both achieve the identified local housing need and provide a 1,500 dwelling contribution to the unmet housing need forecast to arise within the Black Country. They also provide an opportunity to achieve a strongly positive effect against *SA objective 3: provision of a sufficient amount of good quality housing which meets the needs of all sections of society* and potentially provide an opportunity to achieve a strongly positive effect against *SA objective 4: promoting access to services for all sections of society*.
- 6.73. Inevitably, the final determination (planning judgement) about which reasonable housing requirement option should be identified as the proposed housing requirement within the draft Shropshire Local Plan will be informed by a range of evidence/considerations. This additional SA Assessment work is a very important consideration when undertaking this planning judgement.
- 6.74. However, a range of other factors will also require due consideration when undertaking this planning judgement. This will include consideration of deliverability (as summarised above). It will also include the conclusions reached by the Planning Inspectors within their Interim Findings (ID28) particularly regarding the decision that the housing requirement should be established as a 'minimum' rather than being expressed as 'around'. Another consideration will be subsequent calculations of Local Housing Need - the most recent Local Housing Need Assessment has a 2023 base date and results in a considerable reduction to the level of local housing need in Shropshire.

## **7. Summary of SA Assessment: Reasonable Options for the Employment Land Requirement**

### **Introduction**

- 7.1. This section of the document summarises the additional SA assessment of the reasonable options for the employment land requirement.
- 7.2. The baseline for the reasonable options were the employment land need derived from job forecasts for: the 'labour supply' from changes to the housing supply to meet the needs of the changing population (140.9 hectares (ha)); and the 'labour demand' from changes to the business base (161.9 ha).
- 7.3. These forecasts were conducted within the Economic Development Needs Assessment but were further adjusted in the Employment Topic Papers (EV112/GC4N) to correct the density assumptions in the EDNA about employment development in Shropshire. These forecasts were adjusted for the 'labour supply' from 140.9ha upwards to 216.8ha and for the 'labour demand' from 161.9ha upwards to 249.1ha.
- 7.4. The baseline employment land need for the Plan period therefore ranged from 217ha at an annual average of 9.9 hectares/year (ha/yr) for the need arising from the supply of labour from growth in the housing supply. This increased to 250ha at an annual average of 11.4ha/yr for the need arising from the demand for labour from the County's changing business base. A further element of need is considered through the contribution of 30ha towards unmet need in the Black Country. This increased the 'labour supply' need to 247ha (from 217ha) at 11.2ha/yr and the 'labour demand' need to 280ha (from 250ha) at 12.7ha/yr.
- 7.5. Shropshire Council wishes to ensure the employment land requirement meets the employment needs of the growing population and from those seeking employment in the County as the size and performance of the business base increases. The 'labour demand' employment land need of 280ha, at an annual average of 12.7ha/year, is therefore considered to be the key determinant for the reasonable options for the employment land requirement in this additional SA assessment.
- 7.6. This additional SA Assessment work is an important consideration when undertaking the planning judgement regarding which reasonable option should be identified as the proposed employment land requirement in the draft Shropshire Local Plan. A range of other evidence/factors is also considered in undertaking this planning judgement. This includes the conclusions reached by the Planning Inspectors in their Interim Findings (ID28) particularly the decision that the employment land requirement should be established as a 'minimum' rather than being expressed as 'around'.

### **Identification of Reasonable Options for the Employment Land Requirement**

- 7.7. Consistent with the methodology to identify reasonable options within the SA assessment already undertaken for the draft Shropshire Local Plan, reasonable options were identified based on a series of reasonable percentage uplifts above the identified

baseline (which totalled 280ha over the 22-year plan period from 2016-2038, equating to an annual average of 12.7ha/yr).

- 7.8. These uplifts ensure the employment need in Shropshire would be met, whilst providing some flexibility to respond to changes to employment demands over the plan period. This would provide opportunities to improve the:
- a. inward investment potential of Shropshire by increasing the number and choice of strategic development opportunities and their distribution around the County;
  - b. sustainability and accessibility of this employment offer by focusing a significant proportion of development into the strategic corridors and principal settlements;
  - c. quality, range and choice of floorspace by increasing the supply and distribution of modern business units and commercial premises;
  - d. demand into Shropshire for employment land from a range of business types and sizes supported by:
    - i. promotion of the County as a good investment location and an attractive place for business and enterprise;
    - ii. provision of services to businesses and individuals to build their confidence and skills to make successful investments or encourage entrepreneurship;
  - e. workforce availability within Shropshire through opportunities for education, training and support to build confidence to enter the employment market and to provide the skills needed by businesses.
- 7.9. A contribution towards the unmet employment land needs forecast to arise in the Black Country is also proposed, as a result of the duty to cooperate discussions undertaken with the Black Country Authorities. Each of the reasonable options in this SA assessment includes a 30ha contribution (equal to 1.4ha/yr) within the employment land need in each option. This is set out in the Duty to Cooperate – Statement of Common Ground with the Black Country Authorities and supporting evidence in EV041 to EV041.05 and further evidence in GC10-GC10g and GC15a. This ensures the proposed contribution to the unmet employment land need forecast in the Black Country is included in the proposed employment land requirement.
- 7.10. Five reasonable options for the employment land requirement were identified and assessed within this additional SA assessment work. Each of the five options includes the contribution of 30ha for the unmet employment land need forecast in the Black Country as part of the baseline employment land need for Shropshire. This approach was explained in the EDNA (2021) (EV043) and set out in the Employment Requirement Topic Paper (2021) (EV112/GC4n). These options are:
- a. **Employment Land Requirement Option 1: Productivity Growth** - Consisting of a baseline local need of 161.9ha adjusted upwards to 250ha from the density standard in the EDNA (at 40%) to the lower density at 26% for Shropshire. This option combines the contribution of 30ha for the unmet employment land need forecast in the Black Country. These factors would require a **minimum of 280ha of**



- land at an annual average of around 13ha/yr.** This option approximates to the Productivity Growth Option (as Option 3) in the SA assessment to inform the draft Shropshire Local Plan. This would establish a new strategic approach for the 22-year period from 2016 to 2038, to capture the potential for new investment in Shropshire and influence the structure of the economy, the productivity of its sectors and the range, type and quality of new employment. This creates an aspiration to provide more 'higher value' jobs whilst setting a lower employment land requirement with a lower overall provision of new jobs.
- b. **Employment Land Requirement Option 2: Significant Growth** – providing a 5% uplift on the adjusted local need of 250ha for employment land in Shropshire from 2016-2038. This combines with the contribution of 30ha for the unmet employment land need in the Black Country. These factors would require a **minimum of 290ha of land at an annual average of around 13.5ha/yr.** This option approximates to the Significant Growth Option (as Option1) in the SA assessment to inform the draft Shropshire Local Plan. This option provides a significant uplift on the baseline employment land need for the County.
  - c. **Employment Land Requirement Option 3: High Growth Variation 1** – providing a 10% uplift on the adjusted local need of 250ha for employment land in Shropshire from 2016-2038. This combines with the contribution of 30ha for the unmet employment land need in the Black Country. These factors would require a **minimum of 300ha of land at an annual average of around 14ha/yr.** This option represents an uplift on baseline need consistent with the High Growth Option (as Option 2) in the SA assessment to inform the draft Shropshire Local Plan. It results in an employment land requirement consistent with the draft Shropshire Local Plan.
  - d. **Employment Land Requirement Option 4: High Growth Variation 2** – providing a 15% uplift on the adjusted local need of 250ha for employment land in Shropshire from 2016-2038. This combines with the contribution of 30ha for the unmet employment land need in the Black Country. These factors would require a **minimum of 315ha of land at an annual average of around 14.5ha/yr.** This employment land requirement has an annual average rate of development similar to the adopted Development Plan but provides for a 22 year plan period.
  - e. **Employment Land Requirement Option 5: High Growth Variation 3** - Consisting of a 20% uplift on the adjusted local need of 250ha for employment land in Shropshire from 2016-2038. This combines with the contribution of 30ha for the unmet employment land need in the Black Country. These factors would require a **minimum of 330ha of land at an annual average of around 15ha/yr.** This provides an employment land requirement of a scale not previously considered in the draft Shropshire Local Plan or any preceding Development Plan for Shropshire.

## Assessment of Reasonable Options for the Employment Land Requirement

7.11. The following tables summarise the additional SA assessment of the identified reasonable Employment Land Requirement Options:

**Table 7.1: Employment Land Requirement Option 1: Productivity Growth**

<b>Employment Land Requirement Option 1: Productivity Growth</b>				
<p>This option represents the adjusted local need for employment land (250ha) over the 22-year plan period from 2016-2038. This option also combines the contribution of 30ha (annual average of 1.4ha) for the unmet employment land need forecast to arise in the Black Country. This option seeks to establish a new strategic approach for the 22-year period from 2016 to 2038, capturing the potential for new investment in Shropshire and seeking to influence the structure of the economy, the productivity of its sectors and the range, type, and quality of new employment. This option would create an aspiration to provide more ‘higher value’ jobs whilst setting a lower employment land requirement of <b>280ha</b> equal to around <b>13ha/yr</b>, with a lower overall provision of new jobs.</p>				
<b>Sustainability Objective</b>	<b>Short Term</b>	<b>Medium Term</b>	<b>Long Term</b>	<b>Commentary</b>
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	+	+	+	This option represents the lowest employment land requirement and is below the level proposed in the draft Shropshire Local Plan. The annual average rate of employment development would be 13ha/year which is much lower than the 14.5ha/year in the adopted Development Plan. This option would result in a reduction in the release of greenfield land for employment development and a reduction in the current and proposed rates of employment development. This would have a positive effect on the range of protected, priority, key or indicator species and on the quality and extent of wildlife habitats in Shropshire to 2038.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
2: Encourage a strong and sustainable economy throughout Shropshire.	+/?	+/?	+/?	This option seeks to change the employment offer in Shropshire but represents the lowest level of employment land provision proposed, although it is sufficient to meet local need forecast to arise in Shropshire and to contribute to unmet need in the Black Country. The annual average employment land requirement of around 13ha/year is lower than the 14.5ha/year in the adopted Local Plan. The option would represent a slowing down in the rate of employment land development and would affect the performance of the local economy by limiting the potential for positive changes in the business base, deliver a lower level of new employment growth to meet the needs of the local population and reduce the scope for positive changes to the number and productivity of the resident, working age, labour force. This option would provide few opportunities for strategic economic investment to meet demands in the local and sub-regional economy.
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society.	0	0	0	The employment land requirement is unlikely to impact on the provision of sufficient good quality housing.
4: Promote access to services for all sections of society.	+/?	+/?	+/?	This option seeks to change the employment offer in Shropshire towards higher value jobs. A restructuring of Shropshire's economy may increase the provision and connectivity of broadband services. Although there is uncertainty as to whether this option would achieve such significant changes even in the long term. This option represents the lowest level of employment land provision with an annual average rate of development at 13ha/year well below the 14.5ha/year in the adopted Development Plan. The consequent lower levels of investment in the County, reduced growth in numbers in employment and reduced growth in employment land development may reduce demand for and number and capacity of new services and facilities to serve communities in the County.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
5: Encourage the use of sustainable means of transport.	?	?	?	This option represents the lowest level of employment land provision proposed and the annual average employment land requirement of around 13ha/year would be lower than the 14.5ha/year in the adopted Development Plan. This option would reduce demand and have the lowest potential to maintain or improve existing access to and demand for public transport. Whilst this option seeks to change the employment offer in Shropshire towards higher value jobs, it is uncertain whether this option would deliver such significant changes. The location of these high value jobs would have the greatest impact on the demand for sustainable transport and so the uncertainty about the impacts of this option would affect this objective. The strategic distribution of development and specific site allocations are assessed separately in the SA process.
6: Reduce the need of people to travel by car.	+/?	+/?	+/?	This option seeks to target the provision of employment land to urban locations where investment demand is most likely to be expressed in order to change the employment offer towards higher value jobs. These are the most accessible locations providing for a reduction in the need to travel by car to work. However, there is uncertainty about whether such significant changes would be achieved even in the long term. The level of employment growth in this option is also the lowest proposed at 13ha/year compared to 14.5ha/year in the adopted Development Plan and could increase the need for out-commuting to employment opportunities, including travel by car.
7: Support active and healthy communities.	0	0	0	Recreational activities are associated either with the natural environment (which as assessed within Sustainability Objective 1 may be positively affected by this option) or access to commercial 'recreational' services. On balance, there is likely to be little or no effect on the provision of health, leisure and recreational facilities in this lowest option.
8: Protect and improve soil quality.	+	+	+	This option seeks to target the provision of employment land to urban locations where investment demand is most likely to be expressed in order to change the employment offer towards higher value jobs. These urban location are less likely to impact on soil quality but there is uncertainty as to whether such significant changes would be achieved even in the long term. Furthermore, the employment land requirement associated with this option is the lowest proposed and the annual average rate of development at 13ha/year is much lower than the 14.5ha/year in the adopted Development Plan which would further reduce impact on soil quality.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution.	+	+	+	This option seeks to target the provision of employment land to urban locations where investment demand is most likely to be expressed in order to change the employment offer towards higher value jobs. As pollution from rural areas has a greater effect on water quality in Shropshire and the focus of this lower growth would be on a smaller number of principal towns with less allocated land, this option may have a positive effect on water quality and pollution risk. Furthermore, the employment land requirement associated with this option is the lowest proposed and this is also likely to reduce impact on water quality and reduce water pollution. However, there is uncertainty as to whether such significant changes would be achieved even in the long term.
10: Reduce flood risk and improve flood management.	+/?	+/?	+/?	This option seeks to target the provision of employment land to urban locations where investment demand is most likely to be expressed in order to change the employment offer towards higher value jobs. The emphasis would be on providing employment land in the principal towns where investment demand is most likely to be expressed. This might make it easier to avoid areas of flood risk especially as the level of growth in this option is the lowest proposed for the draft Shropshire Local Plan. However, it is uncertainty whether such significant changes would be achieved even in the longer term. Ultimately this is dependant on the specific location of development. The strategic distribution of development and specific site allocations are assessed separately in the SA process.
11: Conserve and enhance Shropshire's air quality and reduce the risk of air pollution.	?	?	?	This option seeks to target the provision of employment land to urban locations where investment demand is most likely to be expressed in order to change the employment offer towards higher value jobs. These locations are most likely to contain Air Quality Management Areas. The impact upon these areas has the greatest potential to further affect air quality. However, this option proposes the lowest level of growth for the draft Shropshire Local Plan and is likely to reduce the potential to impact on air quality. There is uncertainty as to whether such significant changes would be achieved even in the long term. However, this is dependent on the specific location of development. The strategic distribution of development and specific site allocations are assessed separately within the SA process.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
12: Reduce carbon dioxide emissions.	+	+	+	An emphasis on higher quality jobs may lead to a reduction in energy consumption and associated carbon dioxide emissions. Furthermore, the employment land requirement associated with this option is the lowest proposed for the draft Shropshire Local Plan and so, would help to reduce carbon dioxide emissions.
13: Promote adaptation and mitigation to climate change.	0	0	0	Opportunities to mitigate and adapt to climate change are likely to remain at the same level as present in this lowest growth option for the draft Shropshire Local Plan.
14: Promote efficient use of natural resources.	+	+	+	This option seeks to target the provision of employment land to urban locations where investment demand is most likely to be expressed in order to change the employment offer towards higher value jobs. As such, it is likely to offer the most efficient use of natural resources because of its focus on higher quality jobs rather than more land. Furthermore, the employment land requirement associated with this option is the lowest proposed for the draft Shropshire Local Plan and would reduce the demand for primary resources and increase potential for use of secondary/recycled resources.
15: Conserve and enhance features and areas of heritage value and their setting.	+	+	+	This option seeks to target the provision of employment land to urban locations where investment demand is most likely to be expressed in order to change the employment offer towards higher value jobs. The distribution of this lowest level of development into fewer settlements may cause the least harm or loss of heritage assets and their settings.
16: Conserve and enhance landscape character and local distinctiveness.	+	+	+	All development changes the character of the landscape and has the potential for an adverse effect on those features that convey a sense of place. This option, with the lowest level of employment development is expected to have the least impact on this Sustainability Objective.

### **Summary of Employment Land Requirement Option 1: Productivity Growth**

7.12. The employment land requirement with this option represents the lowest level of growth considered with an annual average rate of development consistent with recent take-up from 2026 to 2020 but lower than in the adopted Development Plan or the draft Shropshire Local Plan. The level of employment growth is sufficient to meet local need for employment land and provides an appropriate contribution (30 hectares) towards unmet employment land need forecast in the Black Country. This option would not provide any specific flexibility to accommodate increased demand over the plan period or indeed to respond to other changes in economic circumstances or other opportunities that may arise, during the plan period. However, the employment land requirement does not

represent the 'ceiling' on the scale of development and such circumstances may increase the rate of development through the effects of market demand.

7.13. This level of growth is lower than that currently proposed within the draft Shropshire Local Plan. As such, it could mean that:

- a. This option proposed a substantial decrease in the rate of employment development to meet local needs and contribute to unmet need in the Black Country and this might affect the growth and performance of the local economy. This might limit the potential for positive changes in the business base, deliver a lower level of new employment growth to meet the needs of the local population and reduce the scope for positive changes to the number and productivity of the resident, working age, labour force. There would be fewer opportunities for strategic economic investment to deliver key improvements to the business base, the quality of the employment offer and to attract more working age people to live and work, or to simply access work, in the County.
- b. A slowing down in the rate of employment development would mean the employment land supply buffer would be greater than in the draft Shropshire Local Plan. Whilst this would give greater confidence about delivering the employment land requirement, it indicates the employment land requirement might be significantly exceeded should demand for employment development be greater than the anticipated need.
- c. Where this lower employment land requirement was delivered, the anticipated capacity and/or rates of delivery on the proposed site allocations might need to be reduced. Shropshire Council takes a cautious approach to approximate site capacities which are informed through proportionate and robust site assessment based on best available information and professional judgement. However, it might be necessary to re-appraise the anticipated scales of delivery on a site by site basis.
- d. The anticipated capacity and/or rates of delivery from other sources including windfall sites might also need to be reduced. Shropshire Council takes a similarly cautious approach to assumptions for windfall allowances regarding the capacity and delivery rates/timescales. This exercise would need to reflect the potential to change the density of development by type of site and location.
- e. One or more of the proposed site allocations might need to be de-selected. Whilst this might present an opportunity to de-select one or more underperforming site allocations, this would be dependent on the strategic approach to the distribution of development. This would also need to ensure that employment land needs and demands would be met across the County.
- f. A combination of the above.

- 7.14. This option is expected to have a positive effect on the range of plants and animals, the quality and extent of wildlife habitats, carbon dioxide emissions, efficient use of natural resources, conservation and enhancement of landscape character and local distinctiveness, and soil and water quality/water pollution. This option is also expected to result in a lower potential for harm to heritage assets and their settings. This is a result of the lower level of employment development proposed in this option than currently being delivered in the adopted Development Plan. The fact that this option also seeks to target the provision of employment towards higher value jobs and into urban locations where investment demand is most likely to be expressed.
- 7.15. This option should have a positive effect on the encouragement of a strong and sustainable economy in Shropshire through the change in the employment offer towards higher value jobs. However, there is uncertainty as to whether such significant changes would be achieved even in the long term and this is a particular risk given the associated reduction in total employment provision.
- 7.16. This option should also have a positive effect on promoting access to services for all sections of society; reducing the need to travel by car; and contributing to the reduction of flood risk. However, this is dependent on factors such as whether the change to higher value jobs is achieved and also the specific location of development – with the strategic distribution of development and specific site allocations assessed elsewhere in the SA process for these effects.
- 7.17. It is expected that this option would not impact on provision of sufficient good quality housing which meets the needs of all sections of society; or provide any further support for physical activity and healthy communities; or further promote the adaptation and mitigation of climate change. Ultimately these issues are more likely to be affected by other elements of the Local Plan assessed elsewhere in the SA process.
- 7.18. The impact of this option on encouraging use of sustainable means of transport and air quality is unclear, primarily as these issues are very much dependent on the location of development - the strategic distribution of development and specific site allocations assessed elsewhere in the SA process for these effects.



**Table 7.2: Employment Land Requirement Option 2: Significant Growth**

<b>Employment Land Requirement Option 2: Significant Growth</b>				
<p>This option represents a 5% uplift on the adjusted local need for employment land (250ha + 5%) over the 22-year plan period from 2016-2038. This option also includes the contribution of 30ha (annual average of 1.4ha) for the unmet employment land need forecast to arise in the Black Country. This option would provide <b>290ha</b> equal to around <b>13.5ha/yr</b>. This option is responsive to and represents a consistent uplift on baseline need to that within the Significant Growth Option assessed within the SA assessment already undertaken to inform the draft Shropshire Local Plan. This would be a significant uplift on the baseline employment land need for the County to meet some of the demands expressed in Shropshire over the 22 year plan period.</p>				
<b>Sustainability Objective</b>	<b>Short Term</b>	<b>Medium Term</b>	<b>Long Term</b>	<b>Commentary</b>
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	+	+	+	This option represents an increase in the employment land requirement but is below the level proposed in the draft Shropshire Local Plan. The annual average rate of employment development would be higher at 13.5ha/year but remains below the rate of 14.5ha/year in the adopted Development Plan. This option would also result in a reduction in the release of greenfield land for employment development and a reduction in the current and proposed rates of employment development. This would have a positive effect on the range of protected, priority, key or indicator species and on the quality and extent of wildlife habitats in Shropshire to 2038.
2: Encourage a strong and sustainable economy throughout Shropshire.	+	+	+	This option represents a level of growth which whilst less than that within the adopted Local Plan (around 13.5ha/year compared to 14.5ha/year in the adopted Local Plan) represents a significant level of growth in the Shropshire context and reflects some of the key principles for the employment land requirement proposed in the draft Shropshire Local Plan. This option is likely to provide an appropriate and balanced supply of employment land and support existing businesses in Shropshire.
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society.	0	0	0	The employment land requirement is unlikely to impact on the provision of sufficient good quality housing.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
4: Promote access to services for all sections of society.	0	0	0	This option represents a level of growth at 13.5ha/year which is below that in the adopted Development Plan (at 14.5ha/year) but this is still a significant level of growth in the Shropshire context. This also reflects some of the key principles for the employment land requirement proposed in the draft Shropshire Local Plan. As such, it is considered that this option will not alter the current levels of access to services and facilities for all sections of society in Shropshire.
5: Encourage the use of sustainable means of transport.	0	0	0	This option represents a level of growth at 13.5ha/year which is below that in the adopted Development Plan (at 14.5ha/year) but this is still a significant level of growth in the Shropshire context. This also reflects some of the key principles for the employment land requirement proposed in the draft Shropshire Local Plan. As such, it is considered that this option is unlikely to affect the use of sustainable means of transport in Shropshire.
6: Reduce the need of people to travel by car.	0	0	0	This option represents a level of growth at 13.5ha/year which is below that in the adopted Development Plan (at 14.5ha/year) but this is still a significant level of growth in the Shropshire context. This also reflects some of the key principles for the employment land requirement proposed in the draft Shropshire Local Plan. As such, it is considered that current patterns of car travel are unlikely to change to any significant degree.
7: Support active and healthy communities.	0	0	0	This option represents a level of growth at 13.5ha/year which is below that in the adopted Development Plan (at 14.5ha/year) but this is still a significant level of growth in the Shropshire context. This also reflects some of the key principles for the employment land requirement proposed in the draft Shropshire Local Plan. As such, there is likely to be little or no effect on the provision of health, leisure and recreational facilities even for this higher option.
8: Protect and improve soil quality.	?	?	?	This option represents a level of growth at 13.5ha/year which is below that in the adopted Development Plan (at 14.5ha/year) but this is still a significant level of growth in the Shropshire context. This also reflects some of the key principles for the employment land requirement proposed in the draft Shropshire Local Plan. However, the location of development is likely to have the greatest influence on the impact on soil quality. The strategic distribution of development and specific site allocations are assessed separately within the SA process.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution.	?	?	?	This option represents a level of growth at 13.5ha/year which is below that in the adopted Development Plan (at 14.5ha/year) but this is still a significant level of growth in the Shropshire context. This also reflects some of the key principles for the employment land requirement proposed in the draft Shropshire Local Plan. However, the location of development is likely to have the greatest influence on the impact on water quality and water pollution. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
10: Reduce flood risk and improve flood management.	0	0	0	This option represents a level of growth at 13.5ha/year which is below that in the adopted Development Plan (at 14.5ha/year) but this is still a significant level of growth in the Shropshire context. This also reflects some of the key principles for the employment land requirement proposed in the draft Shropshire Local Plan. Lower levels of development are more likely to be accommodated in areas of low flood risk but it is considered that the baseline situation is unlikely to significantly change with regard to flood risk and opportunities to further improve flood management.
11: Conserve and enhance Shropshire's air quality and reduce the risk of air pollution.	?	?	?	This option represents a level of growth at 13.5ha/year which is below that in the adopted Development Plan (at 14.5ha/year) but this is still a significant level of growth in the Shropshire context. This also reflects some of the key principles for the employment land requirement proposed in the draft Shropshire Local Plan. However, the location of development and relationship to Air Quality Management Areas is likely to have the greatest impact on air quality. The strategic distribution of development and specific site allocations are assessed separately within the SA process.
12: Reduce carbon dioxide emissions.	0	0	0	This option represents a level of growth at 13.5ha/year which is below that in the adopted Development Plan (at 14.5ha/year) but this is still a significant level of growth in the Shropshire context. This also reflects some of the key principles for the employment land requirement proposed in the draft Shropshire Local Plan. Where economies of scale exist especially in urban locations, they may offer some opportunities to increase the provision of energy from renewable sources, support reductions in energy consumption and promote energy efficiency. The scale of economic activity in the County might encourage some uptake of renewable energy into primary production processes and some integration of new technologies to move towards a 'carbon neutral' economy.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
13: Promote adaptation and mitigation to climate change.	0	0	0	This option represents a level of growth at 13.5ha/year which is below that in the adopted Development Plan (at 14.5ha/year) but this is still a significant level of growth in the Shropshire context. This also reflects some of the key principles for the employment land requirement proposed in the draft Shropshire Local Plan. As such, it is considered opportunities to mitigate and adapt to climate change are likely to remain at the same level as present in this higher growth option for the draft Shropshire Local Plan.
14: Promote efficient use of natural resources.	0	0	0	This option represents a level of growth at 13.5ha/year which is below that in the adopted Development Plan (at 14.5ha/year) but this is still a significant level of growth in the Shropshire context. This also reflects some of the key principles for the employment land requirement proposed in the draft Shropshire Local Plan. As such, it is considered that trends in resource efficiency are likely to continue as they are now.
15: Conserve and enhance features and areas of heritage value and their setting.	0	0	0	This option represents a level of growth at 13.5ha/year which is below that in the adopted Development Plan (at 14.5ha/year) but this is still a significant level of growth in the Shropshire context. This also reflects some of the key principles for the employment land requirement proposed in the draft Shropshire Local Plan. As such, it is considered that the current situation with respect to the conservation and management of the historic environment is likely to be maintained.
16: Conserve and enhance landscape character and local distinctiveness.	0	0	0	All development changes the character of the landscape and has the potential for an adverse effect on those features that convey a sense of place to the community or to the individual. However, this option represents a level of growth at 13.5ha/year which is below that in the adopted Development Plan (at 14.5ha/year) although this is still a significant level of growth in the Shropshire context. This also reflects some of the key principles for the employment land requirement proposed in the draft Shropshire Local Plan. Nevertheless, this option would be unlikely to alter the local landscape character or distinctiveness to a significant degree for most communities in the County.

### **Summary for Employment Land Requirement Option 2: Significant Growth**

7.19. The employment land requirement with this option is higher but still below the level of growth in the adopted Development Plan or the draft Shropshire Local Plan. This option has a rate of growth at 13.5ha/year which is lower than the adopted Development Plan at 14.5ha/year. A rate of growth at 13.5ha/yr is still significant in the Shropshire context and reflects some of the key principles for the

employment land requirement proposed in the draft Shropshire Local Plan. The annual average rate of employment development would exceed local need and provide an appropriate contribution (30 hectares) to unmet employment land need forecast in the Black Country. The uplift to the employment land requirement also offers some flexibility to respond to changing circumstances and significant employment opportunities during the Plan period to 2038.

7.20. This level of growth, whilst being lower than that proposed within the draft Shropshire Local Plan, would mean that:

- a. The rate of employment development in this option, to meet local needs, contribute to unmet need in the Black Country, also provides some flexibility to promote the growth and performance of the local economy. This will encourage the potential for positive changes in the business base, deliver new employment growth to meet the needs of the local population and broaden the scope for positive changes to the number and productivity of the resident, working age, labour force. There would be fewer opportunities for strategic economic investment to deliver key improvements to the business base, the quality of the employment offer and to attract more working age people to live and work, or to simply access work, in the County.
- b. A slowing down in the rate of employment development would mean the employment land supply buffer would still be higher than in the draft Shropshire Local Plan. Whilst this would give greater confidence about delivering the employment land requirement, it indicates the employment land requirement might still be exceeded should demand for employment development be greater than the anticipated need and the limited flexibility provided by this higher employment land requirement.
- c. If the employment land requirement was not to be exceeded to great a degree, the anticipated capacity and/or rates of delivery across proposed site allocations might still need to be reduced. Shropshire Council takes a cautious approach to approximate site capacities which are informed through proportionate and robust site assessment based on best available information and professional judgement. However, it might be necessary to re-appraise the anticipated scales of delivery on a site by site basis.
- d. The anticipated capacity and/or rates of delivery from other sources including windfall sites might also need to be reduced. Shropshire Council takes a similarly cautious approach to assumptions for windfall allowances regarding the capacity and delivery rates/timescales. This exercise would need to reflect the potential to change the density of development by type of site and location.

- e. One or more of the proposed site allocations might still need to be de-selected. Whilst this might present an opportunity to de-select one or more underperforming site allocations, this would be dependent on the strategic approach to the distribution of development. This would also need to ensure that employment land needs and demands would be met across the County.
- f. A combination of the above.

7.21. This option is expected to have a positive effect on the encouragement of a strong and sustainable economy throughout Shropshire as it represents a level of employment provision that exceeds identified needs plus includes an appropriate (30 hectare) contribution to unmet needs forecast to arise in the Black Country.

7.22. This option is expected to have a positive effect on the range of plants and animals and the quality and extent of wildlife habitats in Shropshire to 2038 as a result of the reduction in the release of greenfield land for employment development and a reduction in the current and proposed rates of employment development in the County.

7.23. This option still proposes a lower employment land requirement with a lower annual average rate of development than in the adopted Local Plan or the draft Shropshire Local Plan. However, this higher rate of growth is significant in the Shropshire context and reflects some of the key principles for the employment land requirement proposed in the draft Shropshire Local Plan. Consequently, it is considered to have neutral effects on a number of the sustainability objectives: the delivery of good quality housing is more likely to be influenced by other components of the draft Shropshire Local Plan, there would also be neutral effects on the promotion of access to services for all sections of society; the use of sustainable means of transport; reducing the need of people to travel by car; supporting active and healthy communities; reducing flood risk and improve flood management; reducing carbon dioxide emissions; promoting adaptation and mitigation to climate change; promoting efficient use of natural resources; conserving and enhance features and areas of heritage value and their setting; and conserving and enhance landscape character and local distinctiveness.

7.24. The effect of this option on the protection and improvement of soil quality; the conservation and enhancement of water quality in Shropshire and to reduce the risk of water pollution; and the conservation and enhancement Shropshire's air quality and to reduce the risk of air pollution are more likely to be influenced by the location of development. The strategic distribution of development and specific site allocations are assessed separately within the SA process.

**Table 7.3: Employment Land Requirement Option 3: High Growth – Variation 1**

<b>Employment Land Requirement Option 3: High Growth – Variation 1</b>				
This option represents a 10% uplift on the adjusted local need for employment land (250ha + 10%) over the 22-year plan period from 2016-2038. This option also includes the contribution of 30ha (annual average of 1.4ha) for the unmet employment land need forecast to arise in the Black Country. This option is responsive to and represents a consistent uplift on baseline need to that within the High Growth Option assessed within the SA assessment already undertaken to inform the draft Shropshire Local Plan. It results in an employment land requirement of <b>300ha</b> equal to around <b>14ha/yr</b> and is similar to that currently identified within the draft Shropshire Local Plan.				
<b>Sustainability Objective</b>	<b>Short Term</b>	<b>Medium Term</b>	<b>Long Term</b>	<b>Commentary</b>
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	+	+	+	This option is comparable with the proposed employment land requirement currently identified in the draft Shropshire Local Plan. The annual average of employment development would be higher at 14ha/year but is below the rate of 14.5ha/yr in the adopted Development Plan. This option requires the release of large greenfield sites but these would require a master-planning approach and would offer opportunities for biodiversity gains in the medium to longer term. Although this option proposes a rate of development closer to the adopted Development Plan it would still have a positive effect on the range of protected, priority, key or indicator species and on the quality and extent of wildlife habitats in Shropshire to 2038. Specific site allocations are assessed separately within the SA process.
2: Encourage a strong and sustainable economy throughout Shropshire.	++	++	++	This option provides for a higher level of development with an annual average employment land requirement of around 14ha/year which is comparable with the draft Shropshire Local Plan. This option would increase the capacity for the local and regional economy to invest in Shropshire, to support the achievement of the economic growth aspirations including the creation of more jobs, and support to diversify our labour force. This option provides both an opportunity to deliver strategic economic investment and to facilitate appropriate ‘windfall’ employment development in the strategic policy of the draft Shropshire Local Plan. This option would create a balanced supply of employment land and deliver more ‘higher value’ jobs with the potential to improve the distribution of economic opportunity across the County.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society.	0	0	0	The employment land requirement is unlikely to impact on the provision of sufficient good quality housing.
4: Promote access to services for all sections of society.	?/0	?/0	?/0	The increase in investment and increased numbers of working age people in employment would drive the delivery of new services and facilities to serve communities in the county. This is also expected to require further investment in critical or higher value services and facilities that need to keep pace with increasing demand to maintain service quality standards. The longer-term viability of many more communities is expected to improve through the geographic implications of the increased economic investment in the County helping to sustain key local services and facilities like local shops, post offices and banks.
5: Encourage the use of sustainable means of transport.	+	+	+	The higher level of employment development would increase demand to maintain and improve existing access to public transport on primary and secondary routes in urban locations but would still be more challenging in rural areas. However, the move to a more productive and prosperous economy would facilitate increased investment in the public transport networks and services. A focus for the modal shift from car usage would also be walking, cycling and new electronic transport technologies which would highlight the need for improvements to the highway/footway infrastructure across the County. The strategic distribution of development and specific site allocations are assessed separately in the SA process.
6: Reduce the need of people to travel by car.	-	-	-	As the employment land requirement increases to the higher growth option, it would increase movement and changes to current travel to work patterns with further movements across the County boundary. This would increase the rate of car usage and distances travelled. An even greater increase in the growth of individual resources from economic participation, might encourage the rate of migration from fossil fuel vehicles to electric vehicles helping to reduce the carbon footprint of car usage. This migration would be supported by increasing investment in the expansion of the vehicle charging network and access to individual charging points through investment in new development. Any reduction in car travel would need to be supported strategically by investment in public transport and by an increasing modal shift to walking, cycling and new electric transport technologies.



Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
7: Support active and healthy communities.	0	0	0	Recreational activities are associated either with the natural environment (which as assessed within Sustainability Objective 1 may be positively affected by this option) or access to commercial 'recreational' services. Overall activity levels would increase at this higher growth option as the level of employment development encourages more working age people to enter employment and seek recreational opportunities in the County. The encouragement of cross boundary travel to work movements into the County might mitigate some of the anticipated demand for commercial 'recreational' services and also limit the range of opportunities available to resident communities.
8: Protect and improve soil quality.	?/-	?/-	?/-	This Option would require a greater provision of new land for employment development above the supply of saved sites previously assessed for their impact on the natural environment. Whilst the Plan strategy focuses the greater proportion of development into urban locations this option would require a number of significant greenfield sites. This option would begin to impact the soil resources of the county with the potential to affect the best and most versatile agricultural land. The strategic distribution of development and specific site allocations are also assessed in the SA process.
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution.	?/-	?/-	?/-	This Option would require a further increase on the provision of new land for development above the supply of saved sites previously assessed for their impact on the natural environment. Whilst the Plan strategy still focuses the greater proportion of development into urban locations this option would require a number of significant greenfield sites on the edge of settlements or in rural locations. This option would begin to impact water quality standards and require measures to protect against the potential for pollution. The strategic distribution of development and specific site allocations are also assessed in the SA process.
10: Reduce flood risk and improve flood management.	-	-	-	Lower levels of development are more likely to be accommodated in areas of low flood risk. The level of employment development in this option remains lower than that in the adopted Development Plan. This option has a high level of growth requiring a number of larger greenfield sites for employment development. This option would begin to negatively impact this Objective, but still allows for a careful selection of the locations for new development and the provision of appropriate flood management measures where necessary. The strategic distribution of development and specific site allocations are also assessed in the SA process.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
11: Conserve and enhance Shropshire's air quality and reduce the risk of air pollution.	?/0	?/0	?/0	This Sustainability Objective is primarily related to the presence of Air Quality Management Areas of which there are only a few in the county at key locations in the urban highway networks but not closely related to the pattern of existing or proposed employment areas. This Sustainability Objective also indicates the potential outcome from the effects of Sustainability Objectives 2 economy, 5 transport and 6 car travel. This higher level of employment development would necessitate investment in public transport and a movement towards more active travel especially in urban locations. Further, the proposed growth in the local economy and with greater participation from working age people, would further help to facilitate the migration from fossil fuel vehicles to electric vehicles.
12: Reduce carbon dioxide emissions.	?/0	?/0	?/0	Economies of scale would offer opportunities to increase the provision of energy from renewable sources, support reductions in energy consumption and promote energy efficiency. The scale of economic activity in the County would also encourage the uptake of renewable energy into primary production processes and a further integration of new technologies to contribute towards achieving a 'carbon neutral' economy. However, the rate of economic activity and the implications for transport and air quality would be a strategic matter for the achievement of a 'carbon neutral' economy and standards of living in Shropshire which might be a challenge to pursuing this option.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
13: Promote adaptation and mitigation to climate change.	+	+	+	This option would increase the capacity for the local and regional economy to invest in Shropshire, to support the achievement of economic growth aspirations including the creation of more jobs. It provides an increased rate of development compared with completion rates achieved in Shropshire but is lower than the completions achieved in some recent years. Whilst the much higher level of employment development would increase car usage and distances travelled, it would necessitate investment in public transport and a movement towards more active travel especially in urban locations. Further, the proposed growth in the local economy and with greater participation from working age people, would further help to facilitate the migration from fossil fuel vehicles to electric vehicles. The scale of economic activity in the county would also encourage the uptake of renewable energy into primary production processes and a further integration of new technologies to contribute towards achieving a 'carbon neutral' economy. It may become necessary to consider the rate of economic growth in the context of achieving a 'carbon neutral economy but the more significant release of new land for development in greenfield locations would also allow for biodiversity net gain improvements. This would include opportunities for more significant new or improved habitats to be created to positively contribute towards the adaptation and mitigation of climate change.
14: Promote efficient use of natural resources.	-	-	-	This option proposes a level of development comparable with the draft Shropshire Local Plan with a significant release of land for new development including some larger greenfield sites. There would be a comparable need for primary aggregate and this would include strategic infrastructure investment to access and service sites. This option is considered to have a negative impact on this Sustainability Objective.
15: Conserve and enhance features and areas of heritage value and their setting.	-	-	-	The potential to contribute towards the restoration, enhancement and long-term management of heritage assets through the process of economic development has a more limited viability. The more widespread impact on heritage assets from economic development is harm to the setting of heritage assets. This option, with a more significant level of employment development and its greater release of greenfield land for development has the potential to negatively impact this Sustainability Objective. This matter has been considered in detail in the assessment of the distribution of development and individual site assessments in this SA process.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
16: Conserve and enhance landscape character and local distinctiveness.	-	-	-	All development changes the character of the landscape and has the potential for an adverse effect on those features that convey a sense of place. This option, with a higher level of employment development and its significant release of greenfield land is expected to negatively impact this Sustainability Objective. These impacts are considered in greater detail in the distribution of development and individual site assessments in this SA process.

### **Summary for Employment Land Requirement Option 3: High Growth – Variation 1**

7.25. The employment land requirement with this option is higher than the preceding options and consistent with the draft Shropshire Local Plan but still below the level of growth in the adopted Development Plan. This option has a rate of growth at 14ha/year which is still lower than the adopted Development Plan at 14.5ha/year. The level of employment development would substantially exceed both the local need for employment land and the contribution (30 hectares) towards unmet employment land need forecast in the Black Country. This employment land requirement provides an uplift above these two needs to facilitate a rate of employment development that exceeds recent take-up and sets an aspirational requirement to improve the growth and performance of the local economy.

7.26. This level of growth, which is comparable to that proposed within the draft Shropshire Local Plan, would mean that:

- a. This option proposed a slight decrease in the proposed rate of employment development but still exceeds the local need and the contribution to unmet need in the Black Country which would have a positive impact on the growth and performance of the local economy. This would facilitate significant changes in the business base, deliver an increased level of new employment to the local population and potentially accelerate positive changes to the number and productivity of the resident, working age, labour force. There would be more opportunities for strategic economic development to meet changing demands from the business base, to further improve the quality of the employment offer and to attract more working age people to live and work, or to simply access work, in the County.
- b. a continued increase in the rate of employment development would reduce the buffer in the employment land supply. Whilst the existing buffer in the supply is significant, this land supply seeks to provide a range and choice of sites to give greater confidence

about delivering the economic growth aspirations in Shropshire and to provide flexibility in meeting the employment land requirement in the County.

- c. If the employment land requirement was to be achieved, the anticipated capacity and/or rates of delivery across proposed site allocations might need to be increased possibly to achieve higher densities on larger and more centrally located sites. Shropshire Council takes a cautious approach to approximate site capacities which are informed through proportionate and robust site assessment based on best available information and professional judgement. However, it might be necessary to re-appraise the anticipated scales of delivery on a site by site basis to improve the delivery of built floorspace on certain sites. An exercise to re-appraise anticipated floorspace delivery would need to be undertaken on a site by site basis.
- d. The anticipated capacity and/or rates of delivery from other sources including windfall sites might also need to be increased. Shropshire Council takes a similarly cautious approach to assumptions for windfall allowances regarding the capacity and delivery rates/timescales. This exercise would need to reflect the potential to increase the density of development by type of site and location.
- e. One or more of the existing site allocations could be expanded to increase its capacity. Any increased capacity would need to be deliverable within the proposed plan period and support the delivery of necessary supporting infrastructure.
- f. One or more additional site allocations could be proposed.
- g. A combination of the above.

7.27. Due to this scale of development, it is likely that an increased release of greenfield sites would have a negative impact on the need to reduce travel by car, the need for natural resources to deliver the scale of new greenfield development, an increased effect on flood risk with a greater need for flood management with additional impacts on heritage assets and their settings and landscape character and local distinctiveness.

7.28. This option proposes a rate of development below that in the adopted Development Plan. The release of greenfield sites also requires a master-planning approach to the development of the land which will deliver opportunities for biodiversity gains, climate change adaptation and investment to influence travel choices and behaviour in order to help balance the effects of development. This would have positive impacts on the range of plants and animals and quality and extent of wildlife habitats, particularly in the medium to longer term. This would also positively impact investment to encourage the use of sustainable means of transport and other investments to

promote adaptation and mitigation to climate change. The specific site allocations are further assessed in the SA process for these effects.

- 7.29. This option provides a significant opportunity to deliver strategic economic development to further meet demands in the local and sub-regional economy and to create a balanced supply of employment land which also delivers more 'higher value' jobs. This option would have a strongly positive impact on the promotion of a vibrant and sustainable local economy across Shropshire.
- 7.30. The level of employment development in this option would be expected to have a negative impact on the quality of the soil with the potential to affect the best and most versatile agricultural land and on the water resources of the County with the risk of impacts on water quality standards possibly requiring measures to protect against the potential for pollution. The Plan strategy still focuses the greater proportion of development into urban locations but for employment there would be a number of significant greenfield sites on the edge of settlements or in rural locations. However, these issues are very much dependent on the location of development - the strategic distribution of development and specific site allocations are assessed elsewhere in the SA process.
- 7.31. In this option the level of employment growth would have neutral effects on the delivery of good quality housing as this is more likely to be influenced by other components of the draft Shropshire Local Plan. This option would also have neutral impacts on the activity levels and engagement in commercial and natural recreational opportunities in communities as the rate of growth is lower than that being delivered by the adopted Development Plan.
- 7.32. In this option, it is expected that, the level of employment growth may have neutral impacts on the delivery of new services and facilities to serve communities in the County as the rate of growth is lower than that being delivered by the adopted Development Plan. This relative scale of growth, representing a decrease from the current rate of development, may also have a neutral impact on the emissions of carbon dioxide where there is no increase in economic activity and this may have a further neutral impact on air quality standards in the Air Quality Management Areas and in other affected areas around the County.

**Table 7.4: Employment Land Requirement Option 4: High Growth – Variation 2**

<b>Employment Land Requirement Option 4: High Growth – Variation 2</b>				
<p>This option represents a 15% uplift on the adjusted local need for employment land (250ha + 15%) over the 22-year plan period from 2016-2038. This option also includes the contribution of 30ha (annual average of 1.4ha) for the unmet employment land need forecast to arise in the Black Country. It results in an employment land requirement of <b>315ha</b> equal to around <b>14.5ha/yr</b> and is similar to the annual average rate of development in the adopted Development Plan over a 22 year plan period.</p>				
<b>Sustainability Objective</b>	<b>Short Term</b>	<b>Medium Term</b>	<b>Long Term</b>	<b>Commentary</b>
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	-	-	-	This option increases the proposed employment land requirement in Shropshire above the draft Shropshire Local Plan. However, the annual average rate of development at 14.5ha/yr remains the same as the adopted Development Plan although it is delivered over an extended 22 year plan period. This option would require more, large greenfield sites to be released to improve the quality of the land supply above that currently proposed. This would require a master-planning approach and would deliver opportunities for biodiversity gains in the medium to longer term. Nevertheless, it is likely to have a negative effect on the range of protected, priority, key or indicator species and on the quality and extent of wildlife habitats across Shropshire to 2038. Specific site allocations are assessed separately within the SA process.
2: Encourage a strong and sustainable economy throughout Shropshire.	++	++	++	This option would continue to increase and diversify the capacity for the local and regional economy to invest in Shropshire, to support the achievement of economic growth aspirations including the creation of more jobs, and support to diversify our labour force. This option provides opportunities to deliver strategic economic investment from regional, national or international markets and facilitate appropriate 'windfall' employment development consistent with the strategic policy of the draft Shropshire Local Plan. This option would create a balanced supply of employment land and deliver more 'higher value' jobs with the potential to improve the spatial distribution of economic opportunity across the County and to elevate the profile of Shropshire.
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society.	0	0	0	The employment land requirement is unlikely to impact on the provision of sufficient good quality housing.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
4: Promote access to services for all sections of society.	-	-	-	The continued investment and numbers of working age people in employment would continue to place pressures on the existing and new services and facilities that serve communities in the county particularly during the working day and especially at peak hours. This is expected to require further investment in critical or higher value services and facilities to keep pace with the increasing demand and to maintain service quality standards. The longer-term viability of many more communities is expected to improve through the geographic implications of the increased economic investment in the county helping to sustain key local services and facilities like local shops, post offices and banks.
5: Encourage the use of sustainable means of transport.	++	++	++	There would be a continued demand to maintain and improve existing access to public transport on primary and secondary routes where this investment may be a constraint on the growth of the economy. An increased focus for the modal shift from car usage would be walking, cycling and new electronic transport technologies with an increasing need for investment in the highway/footway infrastructure possibly constraining this modal shift with increasing levels of economic growth. The strategic distribution of development and specific site allocations are assessed separately in the SA process.
6: Reduce the need of people to travel by car.	-	-	-	The continued movement and travel to work patterns with greater cross boundary movements would be part of the carbon budgeting for the county. This would be a parallel consideration to the availability of personal and civil investment in modal shifts in transport choices and investment in transport and highway/footway infrastructure.
7: Support active and healthy communities.	+	+	+	Recreational activities are associated either with the natural environment (which as assessed within Sustainability Objective 1 may be negatively affected by this option) or access to commercial 'recreational' services. The level of employment development would continue to encourage more working age people to enter employment in the county, but an increasing proportion might come from cross boundary travel to work movements into the County. This cross boundary travel to work would mitigate demand for commercial 'recreational' services to some degree and limit the range of opportunities available to resident communities.



Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
8: Protect and improve soil quality.	-	-	-	The Plan strategy would focus the greater proportion of development into urban locations but for employment purposes this additional provision would comprise a larger number of significant greenfield sites. It is anticipated this option would negatively impact the soil resources of the County with the potential to affect the best and most versatile agricultural land. The strategic distribution of development and specific site allocations are also assessed in the SA process.
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution.	-	-	-	The Plan strategy would focus the greater proportion of development into urban locations but this higher option would require a larger number of significant greenfield sites. It is anticipated this option would negatively impact water quality and the potential for pollution without appropriate measures as environmental safeguards. The strategic distribution of development and specific site allocations are also assessed in the SA process.
10: Reduce flood risk and improve flood management.	-	-	-	The level of employment development in this option is equal to than the adopted Development Plan. This option would negatively impact this Sustainability Objective but this still allows for a careful selection of the locations for new development and the provision of appropriate flood management measures where necessary. The strategic distribution of development and specific site allocations are also assessed in the SA process.
11: Conserve and enhance Shropshire's air quality and reduce the risk of air pollution.	?/0	?/0	?/0	This Sustainability Objective is primarily related to the presence of Air Quality Management Areas of which there are only a few in the county at key locations in the urban highway networks but not closely related to the pattern of existing or proposed employment areas. This Sustainability Objective also indicates the potential outcome from the effects of Sustainability Objectives 2 economy, 5 transport and 6 car travel. As a higher level of employment development, this option could further necessitate investment in public transport and a greater movement towards more active travel especially in urban locations. The proposed growth in the local economy and with greater participation from working age people, may help to facilitate the migration from fossil fuel vehicles to electric vehicles.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
12: Reduce carbon dioxide emissions.	-	-	-	Even greater economies of scale would offer further opportunities to increase the provision of energy from renewable sources, support reductions in energy consumption and promote energy efficiency. The scale of economic activity in the county might also encourage a wider uptake of renewable energy into primary production processes and a further integration of new technologies to contribute towards achieving a 'carbon neutral' economy. However, the rate of economic activity and the implications for transport and air quality would be a strategic matter for the achievement of a 'carbon neutral' economy and standards of living in Shropshire which might be a primary reason for not pursuing this option.
13: Promote adaptation and mitigation to climate change.	+	+	+	This option would increase and diversify the capacity for the local and regional economy to invest in Shropshire, to support the achievement of economic growth aspirations including the creation of more jobs, and support to improve the size and productivity of our labour force. It provides an increased rate of development compared with completion rates achieved in Shropshire but remains lower than the completion achieved in some recent years. Whilst this higher level of employment development would increase car usage and distances travelled, it would necessitate investment in public transport and a movement towards more active travel especially in urban locations. Further, the proposed growth in the local economy and with greater participation from working age people, would further help to facilitate the migration from fossil fuel vehicles to electric vehicles. The scale of economic activity in the County would also encourage the uptake of renewable energy into primary production processes and a further integration of new technologies to contribute towards achieving a 'carbon neutral' economy. It would be necessary to consider the rate of economic growth in the context of achieving a 'carbon neutral economy but the very significant release of new land for development in greenfield locations would also allow for biodiversity net gain improvements. This would include opportunities for very significant new or improved habitats to be created to positively contribute towards the adaptation and mitigation of climate change.
14: Promote efficient use of natural resources.	-	-	-	This option would require a continued release of land for new development including a larger number of greenfield sites. There would be a greater need for primary aggregate to include strategic infrastructure investment to access and service these sites.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
15: Conserve and enhance features and areas of heritage value and their setting.	-	-	-	The potential to contribute towards the restoration, enhancement and long-term management of heritage assets through economic development has a more limited viability. The more widespread impact on heritage assets arises from economic development is harm to the setting of heritage assets. This option, with a higher level of employment development and its significant release of greenfield land for development would negatively impact this Sustainability Objective. This matter has been considered in detail in the assessment of the distribution of development and individual site assessments in this SA process.
16: Conserve and enhance landscape character and local distinctiveness.	-	-	-	All development changes the character of the landscape and has the potential for an adverse effect on those features that convey a sense of place. Whilst these impacts are considered through the distribution of development and individual site assessments the rate of development in this option is the same as the adopted Development Plan reflects the current patterns of change and their effects.

### **Summary for Employment Land Requirement Option 4: High Growth – Variation 2**

- 7.33. The employment land requirement with this option proposes a level of growth that is substantially higher than any of the preceding options. The rate of employment development at 14.5ha/yr is consistent with the adopted Development Plan but for an extended plan period of 22 years. This rate of development is greater than the 14ha/yr proposed in the draft Shropshire Local Plan. This proposes a level of growth that will exceed both the local need for employment land and the contribution (30 hectares) to unmet employment land need forecast in the Black Country with a substantial uplift to facilitate the local economic growth aspirations. This scale of growth would require more, large greenfield sites to be released compared to preceding options.
- 7.34. This option would encourage more strategic economic investment and improvements in the growth and performance of the local economy. These strongly positive impacts would improve the sustainability of the local economy helping to deliver the economic aspirations across the county. These aspirations would include the creation of more, higher quality jobs, accelerated changes to the number and productivity of the resident, working age, labour force from the delivery of strategic economic investment in the principal settlements and strategic corridors across the County.

- 7.35. The Option proposes a significant proportion of employment development in urban locations but with a significant need for greenfield land. Whilst this would have a number of negative impacts it is considered the option would have a strongly positive impact on investment in public transport and a movement towards more active travel in and around in urban locations.
- 7.36. In this option, the level of growth would continue to encourage an increase in activity levels and engagement in commercial and natural recreational opportunities would increase as the level of employment development encourages more working age people to enter employment and dispose of their income within the county. The substantial encouragement of cross boundary travel to work movements into the County would affect the potential demand for commercial 'recreational' services in the county limiting some of the opportunities available to resident communities.
- 7.37. In this option it is expected that the level of growth would be a strategic matter for the achievement of a 'carbon neutral' economy and standards of living in Shropshire although greater economic investment and participation would encourage a greater uptake of renewable energy and new technologies.
- 7.38. In this option, it is considered that the scale of growth and the rate of development would have neutral impacts on the delivery of good quality housing and on the air resources of the county.
- 7.39. This option would have negative impacts on the range of plants and animals and quality and extent of wildlife habitats, particularly in the medium to long term. However, this would be offset to a degree by the master-planning approach to developing these sites providing opportunities for biodiversity gains. This option would also have negative effects on the quality of the soil with the potential to affect the best and most versatile agricultural land and water quality standards which would require measures to protect against the potential for water pollution. This option would also negatively affect flood risks with a greater need for flood management with additional impacts on heritage assets and their settings and landscape character and local distinctiveness.
- 7.40. This option would also have negative impacts by increasing car usage and distances travelled, the need for investment in critical or higher value services and facilities to keep pace with increasing demand to maintain service quality standards, the production of carbon dioxide emissions from the rate and level of growth and the demand for natural resources to deliver the development.

**Table 7.5: Employment Land Requirement Option 5: High Growth - Variation 3**

Employment Land Requirement Option 5: High Growth - Variation 3				
<p>This option represents a 20% uplift on the adjusted local need for employment land (250ha + 20%) over the 22-year plan period from 2016-2038. This option also includes the contribution of 30ha (annual average of 1.4ha) for the unmet employment land need forecast to arise in the Black Country. It results in an employment land requirement of <b>330ha</b> equal to around <b>15ha/yr</b> as an annual average, which exceeds the requirement in the draft Shropshire Local Plan by an additional 10% or 30ha. This option identifies a scale of employment development not considered in any preceding stage of the Draft Shropshire Local Plan or any preceding Development Plan for Shropshire.</p>				
Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	-	-	-	<p>This option requires the highest employment land requirement in Shropshire compared with the draft Shropshire Local Plan. The annual average rate of employment development increases to 15ha/year which exceeds the rate in the adopted Development Plan at 14.5ha/year. This option would sustain the higher rate of 15ha/yr over an extended plan period for 22 years which requires the release of more, large greenfield sites. This would require a master-planning approach to offer more opportunities for biodiversity gains in the medium to long term. Nevertheless, it is likely to have a negative effect on the range of protected, priority, key or indicator species and on the quality and extent of wildlife habitats across Shropshire to 2038. Specific site allocations are assessed separately within the SA process.</p>

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
2: Encourage a strong and sustainable economy throughout Shropshire.	++	++	++	This is the highest option proposed for the draft Shropshire Local Plan. This would increase the capacity of the local economy to a level not previously proposed in Shropshire. This would require 15ha/year and would exceed the adopted Development Plan (14.5ha/year) and the draft Shropshire Local Plan (14ha/year). This option would increase and diversify the capacity for the local and regional economy to invest in Shropshire, to support the achievement of economic growth aspirations including the creation of more jobs, and support to diversify our labour force. This option provides opportunities to deliver strategic economic investment from regional, national or international markets and facilitate appropriate 'windfall' employment development consistent with the strategic policy of the draft Shropshire Local Plan. This option would create a balanced supply of employment land and deliver more 'higher value' jobs with the potential to improve the spatial distribution of economic opportunity across the County and to elevate the profile of Shropshire.
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society.	0	0	0	The employment land requirement is unlikely to impact on the provision of sufficient good quality housing.
4: Promote access to services for all sections of society.	-	-	-	As the highest option proposed for the draft Shropshire Local Plan, the consequent increase in investment and increased numbers of working age people in employment would place substantial pressures on existing and new services and facilities serving the communities of the County particularly during the working day and especially at peak hours. This is expected to require significant investment in critical or higher value services and facilities to keep pace with the increasing demand and in order to maintain service quality standards. The longer-term viability of many more communities is expected to improve through the geographic implications of the increased economic investment in the County helping to sustain key local services and facilities like local shops, post offices and banks.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
5: Encourage the use of sustainable means of transport.	++	++	++	At the highest level of employment development there would be significant demand to maintain and improve existing access to public transport on primary and secondary routes where this investment may be a constraint on the growth of the economy. A focus for the modal shift from car usage will be walking, cycling and new electronic transport technologies with greater demand for investment in the highway/footway infrastructure constraining the modal shift with increasing levels of economic growth. The strategic distribution of development and specific site allocations are assessed separately in the SA process.
6: Reduce the need of people to travel by car.	-	-	-	At the highest growth option for the employment land requirement, the increasing movement and changes to travel to work patterns with greater cross boundary movements, would be key to the carbon budgeting for the County. This would be a parallel consideration to the availability of personal and civil investment in modal shifts in transport choices and investment in transport and highway/footway infrastructure. Whilst modal shifts and infrastructure investment might be less challenging in a more prosperous economy, the rate of change might not be sustainable or compatible with the strategy and timeframe to achieve a 'carbon neutral' economy and standard of living in Shropshire.
7: Support active and healthy communities.	+	+	+	Recreational activities are associated either with the natural environment (which as assessed within Sustainability Objective 1 may be negatively affected by this option) or access to commercial 'recreational' services. Overall activity levels would be at their highest with this growth option. The level of employment development would encourage more working age people to enter employment in the county, but a higher proportion might come from cross boundary travel to work into the County. These higher cross boundary travel to work movements might mitigate demand for commercial 'recreational' services and limit the range of opportunities available to resident communities.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
8: Protect and improve soil quality.	-	-	-	This employment land requirement proposes the highest option for high growth strategies with a significant increase above even the adopted Development Plan. This would require the highest provision of new land for development above the supply of saved sites previously assessed for their impact on the natural environment. Whilst the Plan strategy would focus the greater proportion of development into urban locations the additional provision would comprise the highest number of significant greenfield sites. This option would negatively impact the soil resources of the County with the potential to affect the best and most versatile agricultural land. The strategic distribution of development and specific site allocations are also assessed in the SA process.
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution.	-	-	-	This employment land requirement proposes the highest level of growth with a significant increase above even the adopted Development Plan. This would require the highest provision of new land for development above the supply of saved sites previously assessed for their impact on the natural environment. Whilst the Plan strategy would focus the greater proportion of development into urban locations this option would require the highest number of significant greenfield sites. It is anticipated this option would negatively impact water quality and the potential for pollution without appropriate measures as environmental safeguards. The strategic distribution of development and specific site allocations are also assessed in the SA process.
10: Reduce flood risk and improve flood management.	-	-	-	The level of employment development in this option is higher than the adopted Development Plan. This option proposes the highest level of growth that would require the greatest number of larger greenfield sites for employment development. This option would negatively impact this Sustainability Objective but this still allows for a careful selection of the locations for new development and the provision of appropriate flood management measures where necessary. The strategic distribution of development and specific site allocations are also assessed in the SA process.



Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
11: Conserve and enhance Shropshire's air quality and reduce the risk of air pollution.	?/0	?/0	?/0	This Sustainability Objective is primarily related to the presence of Air Quality Management Areas of which there are only a few in the County at key locations in the urban highway networks but not closely related to the pattern of existing or proposed employment areas. This Sustainability Objective also indicates the potential outcome from the effects of Sustainability Objectives 2 economy, 5 transport and 6 car travel. As the highest level of employment development, this option would likely further necessitate substantial investment in public transport and the greatest movement towards more active travel especially in urban locations. The proposed growth in the local economy and with greater participation from working age people, is more likely to help facilitate the migration from fossil fuel vehicles to electric vehicles.
12: Reduce carbon dioxide emissions.	-	-	-	Even greater economies of scale would offer greater opportunities to increase the provision of energy from renewable sources, support reductions in energy consumption and promote energy efficiency. The scale of economic activity in the County might also encourage a greater uptake of renewable energy into primary production processes and a further integration of new technologies to contribute towards achieving a 'carbon neutral' economy. However, the rate of economic activity and the implications for transport and air quality would be a strategic matter for the achievement of a 'carbon neutral' economy and standards of living in Shropshire which might be a primary reason for not pursuing this option.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
13: Promote adaptation and mitigation to climate change.	+	+	+	This option would increase and diversify the capacity for the local and regional economy to invest in Shropshire, to support the achievement of economic growth aspirations including the creation of more jobs, and support to diversify our labour force. It provides an increased rate of development compared with completion rates achieved in Shropshire but remains lower than the completions achieved in some recent years. Whilst this highest level of employment development would increase car usage and distances travelled, it would necessitate investment in public transport and a movement towards more active travel especially in urban locations. Further, the proposed growth in the local economy and with greater participation from working age people, would further help to facilitate the migration from fossil fuel vehicles to electric vehicles. The scale of economic activity in the County would also encourage the uptake of renewable energy into primary production processes and a further integration of new technologies to contribute towards achieving a 'carbon neutral' economy. It would be necessary to consider the rate of economic growth in the context of achieving a 'carbon neutral' economy but the very significant release of new land for development in greenfield locations would also allow for biodiversity net gain improvements. This would include opportunities for very significant new or improved habitats to be created to positively contribute towards the adaptation and mitigation of climate change. However, the capacity to achieve a 'carbon neutral' economy in the proposed timeframe might be a primary reason for not pursuing this option.
14: Promote efficient use of natural resources.	-	-	-	This option proposes the highest level of employment development of all the growth option considered for the draft Shropshire Local Plan. This is a level of development that exceeds the requirement in the adopted Development Plan and which has not previously been proposed for Shropshire. This would require an even greater release of land for new development including a larger number of greenfield sites. There would be a greater need for primary aggregate to include strategic infrastructure investment to access and service these sites. This option is considered to have the greatest negative impact on this Sustainability Objective.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
15: Conserve and enhance features and areas of heritage value and their setting.	-	-	-	The potential to contribute towards the restoration, enhancement and long-term management of heritage assets through economic development has a more limited viability. The more widespread impact on heritage assets arises from economic development in the setting of heritage assets. This option, with the highest level of employment development proposed for Shropshire and with its significant release of greenfield land for development would negatively impact this Sustainability Objective. This matter has been considered in detail in the assessment of the distribution of development and individual site assessments in this SA process.
16: Conserve and enhance landscape character and local distinctiveness.	-	-	-	All development changes the character of the landscape and has the potential for an adverse effect on those features that convey a sense of place. This option, with the highest level of employment development proposed in Shropshire and its very significant release of greenfield land is expected to negatively impact this Sustainability Objective. Whilst these impacts are considered through the distribution of development and individual site assessments the rate of development in this option exceeds the rate in the adopted Local Plan and would increase the patterns of change and their effects on the County.

### **Summary for Employment Land Requirement Option 5: High Growth – Variation 3**

7.41. The employment land requirement with this option proposes a level of growth that is substantially higher than any of the preceding options and this would be a level of growth that exceeded any previous Development Plan for Shropshire. The rate of employment development at 15ha/yr also exceeds the rate in the current adopted Development Plan and this higher rate would be for an extended plan period of 22 years. This rate of development is far greater than the 14ha/yr proposed in the draft Shropshire Local Plan. This proposes a level of growth that will exceed both the local need for employment land and the contribution (30 hectares) to unmet employment land need forecast in the Black Country with a considerable uplift to facilitate very high economic growth aspirations. This scale of growth would require the highest level of large greenfield sites to be released compared to of the preceding options and also to any previous Development Plan for Shropshire. However, the release of these greenfield sites would be supported by a master-planning approach to their development. The specific site allocations are further assessed in the SA process for these effects.

- 7.42. This option would encourage the highest level of strategic economic investment and improvements in the growth and performance of the local economy. These strongly positive impacts would improve the sustainability of the local economy helping to deliver the economic aspirations across the county. These aspirations would include the creation of more, higher quality jobs, accelerated changes to the number and productivity of the resident, working age, labour force from the delivery of strategic economic investment in the principal settlements and strategic corridors across the County.
- 7.43. The Option proposes a high proportion of employment development in urban locations but with a significant need for greenfield land. Whilst this would have a number of negative impacts it is considered the option would have a strongly positive impact on investment in public transport and a movement towards more active travel in and around in urban locations.
- 7.44. In this option, the level of growth would continue to encourage an increase in activity levels and engagement in commercial and natural recreational opportunities would increase as the level of employment development encourages more working age people to enter employment and dispose of their income within the county. The substantial encouragement of cross boundary travel to work movements into the County would affect the potential demand for commercial ‘recreational’ services in the county limiting some of the opportunities available to resident communities.
- 7.45. In this option it is expected that the level of growth would be a strategic matter for the achievement of a ‘carbon neutral’ economy and standards of living in Shropshire although greater economic investment and participation would encourage a greater uptake of renewable energy and new technologies.
- 7.46. In this option, it is considered that the scale of growth and the rate of development would have neutral impacts on the delivery of good quality housing and on the air resources of the county.
- 7.47. This option would have negative impacts on the range of plants and animals and quality and extent of wildlife habitats, particularly in the medium to long term. However, this would be offset to a degree by the master-planning approach to developing these sites providing opportunities for biodiversity gains. This option would also have negative effects on the quality of the soil with the potential to affect the best and most versatile agricultural land and water quality standards which would require measures to protect against the potential for water pollution. This option would also negatively affect flood risks with a greater need for flood management with additional impacts on heritage assets and their settings and landscape character and local distinctiveness.

7.48. This option would also have negative impacts by increasing car usage and distances travelled, the need for investment in critical or higher value services and facilities to keep pace with increasing demand to maintain service quality standards, the production of carbon dioxide emissions from the rate and level of growth and the demand for natural resources to deliver the development.

## **Comparison Summary of Reasonable Options for the Employment Land Requirement**

- 7.49. The purpose of this component of the additional SA assessment is to inform judgements about which of the reasonable alternatives for the employment land requirement is the most sustainable against the SA objectives. This additional SA assessment work is summarised within Tables 7.1 to 7.5 above.
- 7.50. To assist with the comparison of the results of the additional SA assessment of the reasonable alternatives for the employment land requirement, Table 7.6 has been prepared for illustrative purposes. This summarises, for comparison, how the five reasonable alternative options perform against each SA objective. This is achieved by 'ranking' the performance of each reasonable option from the best performing (1) to the poorest performing (5) against each SA objective. Where reasonable alternatives achieve the same ranking in the short, medium and longer term for an SA objective, professional judgement has been used to determine whether the increasing scale of growth proposed in the option would be more likely to have a positive or negative effect on that SA objective.
- 7.51. It is not appropriate to 'total' the scores across all the objectives for each option. The performance of the option requires consideration of each SA objective separately and 'totalling' the scores would not achieve this outcome. Furthermore, the SA objectives address different considerations, so it is not possible to combine them into a single score.
- 7.52. There are also more SA objectives addressing environmental matters than social and economic matters, as such 'totalling' the scores would create a bias towards environmental factors. The principle of sustainable development is to achieve a balance across the social, economic, and environmental objectives as the three pillars for achieving 'sustainability'.

**Table 7.6: Comparison of Employment Land Requirement Options**

Sustainability Objective	Option 1: Productivity Growth	Option 2: Significant Growth	Option 3: High Growth Variation 1	Option 4: High Growth Variation 2	Option 5: High Growth Variation 3
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	1	2	3	4	5
2: Encourage a strong and sustainable economy throughout Shropshire	5	4	3	2	1
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society	0	0	0	0	0
4: Promote access to services for all sections of society	1	2	3	4	5
5: Encourage the use of sustainable means of transport	5	4	3	2	1
6: Reduce the need of people to travel by car	1	2	3	4	5
7: Support active and healthy communities.	5	4	3	2	1
8: Protect and improve soil quality	1	2	3	4	5
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution	1	2	3	4	5
10: Reduce flood risk and improve flood management	1	2	3	4	5
11: Conserve and enhance Shropshire’s air quality and reduce the risk of air pollution	?	?	?	?	?
12: Reduce carbon dioxide emissions	1	2	3	4	5
13: Promote adaptation and mitigation to climate change	5	4	3	2	1
14: Promote efficient use of natural resources	1	2	3	4	5
15: Conserve and enhance features and areas of heritage value and their setting	1	2	3	4	5
16: Conserve and enhance landscape character and local distinctiveness	1	2	3	4	5

## **Conclusion**

- 7.53. Tables 7.1 - 7.5 summarise the additional SA assessment work for each of the reasonable employment land requirement options identified in this section of the additional SA assessment. Table 7.6 summarises, for comparison, how the five reasonable alternatives perform against each of the SA objectives.
- 7.54. It is important to recognise that the principle of sustainable development is to achieve a balance across the social, economic, and environmental objectives as the three pillars for achieving 'sustainability'.

### **Options 1 and 2**

- 7.55. The employment land requirements proposed in Option 1: Productivity Growth and Option 2: Significant Growth represent lower levels of employment growth than currently proposed within either the draft Shropshire Local Plan or the adopted Development Plan. Indeed, Option 1 would provide for only Shropshire's local need and a contribution to the unmet need in the Black Country. Option 2 would meet these needs and also provide some uplift on this limited scale of growth.
- 7.56. These two options would clearly be deliverable as they achieve the identified local employment land need and provide a 30 hectare contribution to the unmet employment needs forecast in the Black Country. Further, there are a number of different means (including those within the summary of these options) for the potential refinement of the Plan strategy to align with either of these two options.
- 7.57. The judgement remains however, as to whether they are appropriate strategies for Shropshire in relation to SA objective 2: to encourage a strong and sustainable economy throughout Shropshire despite the many positive benefits (Option 1) or neutral impacts (Option 2) on the environmental objectives in the SA assessment.
- 7.58. There would be fewer environmental impacts from either of these two options but this would be a result of a reduction in the growth and performance of the local economy and this is likely to have social impacts on communities across the County.

### **Options 3 and 4**

- 7.59. In these options, Option 3 High Growth – Variation 1 proposes a scale of employment development similar to that proposed in the draft Shropshire Plan. Option 4 High Growth – Variation 2 proposes a rate of employment development similar to that proposed in the adopted Development Plan but taking effect over a longer 22 year plan period.
- 7.60. The employment land requirements in Options 3 and 4 are likely to result in either a positive effect (mainly Option 3 but also 4) or a strongly positive effect (mainly Option 4 but also 3) especially SA objective 2: to encourage a strong and sustainable economy throughout Shropshire.
- 7.61. Options 3 and 4 both have the positive impacts on the economy but this is seen to bring more positive or neutral impacts across the other objectives in Option 3. Option 4 with its strongly positive impact on the economy actually brings more negative



impacts across the other objectives particularly the environmental objectives the impacts of human activities and behaviour. However, Option 4 would encourage more use of sustainable transport and might possibly bring a greater adaptation to the effects of climate change but this may be required by the scale of economic growth.

- 7.62. This is consistent with providing higher levels of employment land to support the needs of a changing business base and a growing local population with new and existing employment needs. It is also consistent with some further movement towards net in-commuting from outside the County to meet labour demands in Shropshire.
- 7.63. The SA assessment would question the higher level of provision in Option 4 against a number of objectives in the SA Assessment. Option 4 is expected to have a negative effect on SA objective 1: to protect biodiversity and the quality and extent of habitats. The much higher level of employment development is expected to increase car usage and distances travelled in SA Objective 6. The greater rate of development is also expected to have the potential to negatively affect water quality standards, flood risk, the protection of heritage assets and their settings and landscape character. This greater rate of development would require a greater supply of natural resources to deliver the strategy.
- 7.64. There are a number of different means (including those in the summary of these options) for the potential refinement of either of proposed Options 3 or 4 to better align with the SA objectives. Irrespective of this, Option 4 proposes to deliver at the current higher rate of development over a longer 22 plan period. This would require careful consideration of whether this option is deliverable and whether its effects are sustainable. Option 3 proposes a lower level of development which is comparable to the draft Shropshire Local Plan whilst its effects are shown to be more positive or neutral across the objectives in the SA Assessment.
- 7.65. Further, the employment land requirement in Option 3 is comparable to that in the draft Shropshire Local Plan which has an established strategy with a strategic and local policy framework to achieve this scale of growth. This provides confidence that Option 3 is deliverable and aligns with the economic growth aspirations for Shropshire.

### Option 5

- 7.66. In contrast, it is apparent in Option 5 High Growth – Variation 3 that this employment land option may result in either negative or strongly positive/positive effects across most of the objectives in this additional SA assessment. The conclusions about Option 5 relate to the negative outcomes for the effects on the environment and the impacts of human activities and behaviour including biodiversity, soil quality, water quality, flood risk, car travel and carbon dioxide emissions.
- 7.67. The strongly positive outcomes from Option 5 relate to the effect on the size and performance of the local economy and the consequent demands for sustainable transport across the County. These conclusions arise from the proposed scale of growth being greater than any employment land requirement previously proposed for Shropshire.

7.68. As such, mitigations would be required for Option 5. These negative or strongly positive impacts are predicted to affect significant areas within the County. These negative impacts might also affect protected areas or asset within the County. For strongly positive effects these might impact large numbers of people or receptors including those outside the County.

#### Planning Judgement

7.69. A range of factors will be considered when undertaking this planning judgement. This will include consideration of deliverability and the conclusions reached by the Planning Inspectors within their Interim Findings (ID28), particularly regarding the decision that the employment land requirement be established as a 'minimum' rather than being expressed as 'around'.

7.70. It is important to ensure that the proposed employment land requirement is deliverable within the proposed plan period. Consideration of deliverability will be informed by factors including:

- a. Past trends in employment completions and recent changes to the commercial land and property market shown in monitoring data and other research;
- b. Recognition of factors that may influence the future rates of completion of employment land and premises in a changing commercial market.

7.71. In the planning judgement, the final determination of which reasonable employment land option should be identified as the proposed employment land requirement in the draft Shropshire Local Plan will be informed by a broad range of evidence and considerations. This additional SA Assessment will be an important consideration in reaching this planning judgement.

## **8. Summary of SA Assessment: Reasonable Options for the Strategic Distribution of Development Across Shropshire**

### **Introduction**

- 8.1. This section of the document summarises the additional SA assessment of the reasonable options for the strategic distribution of planned development across Shropshire.
- 8.2. The starting point for this additional SA assessment work on the strategic distribution of planned development was the 'broad categories' of settlement identified within the earlier stages of SA.
- 8.3. These have been updated to reflect the presence of the proposed Strategic Settlements, which in the future will form part of the 'urban area'. They have also been updated to reflect the terminology for these 'broad categories' of settlement within the draft Shropshire Local Plan, which is considered provide a clearer indication of the role and nature of the settlements within each 'broad category'.
- 8.4. These 'broad categories' are:
  - a. The Strategic Centre – Shrewsbury.
  - b. Principal Centres, Key Centres and Strategic Settlements.
  - c. Rural Area – including Community Hubs, Community Clusters and the wider rural area which is classified as 'countryside' for planning policy purposes.
- 8.5. Shropshire is a large and diverse rural county containing hundreds of settlements of varying sizes and an extensive rural area. The 'broad categories' of settlement are considered to be responsive to the demographics and characteristics of Shropshire and the range of settlements within it. As such, Shropshire Council considers that they represent an appropriate starting point for the additional SA assessment work on the strategic distribution of planned development.

### **Identification of Reasonable Options for the Strategic Distribution of Development**

- 8.6. Consistent with the methodology utilised to identify reasonable options for the strategic distribution of planned development within the SA assessment already undertaken to inform the draft Shropshire Local Plan, reasonable options for the strategic distribution of planned development within this additional SA assessment work were identified based on various distributions of the total development between the three identified 'settlement categories'.
- 8.7. As such, three reasonable options for the strategic distribution of planned development were identified and were assessed within this additional SA assessment work. These reasonable options are:
  - a. **Strategic Distribution of Planned Development Option A: Rural Rebalance -** Consisting of around 25% of planned housing development within the Strategic Centre of Shrewsbury; around 40% of planned housing development in the

Principal Centres, Key Centres and Strategic Settlements; and around 35% of planned housing development in the rural area. Planned employment development would reflect the principles of this distribution, with a significant component in the rural areas.

The principle of 'rural rebalance' is one which allows for a high proportion of planned development within the rural area (particularly the larger rural settlements) in order to enhance its sustainability.

This option is responsive to and consistent with the 'rural rebalance' option assessed within the SA assessment already undertaken to inform the draft Shropshire Local Plan. It is also responsive to and generally comparable to the distribution of development within the adopted Local Plan.

- b. Strategic Distribution of Planned Development Option B: Urban Focus** - Consisting of around 28% of planned housing development within the Strategic Centre of Shrewsbury; around 46% of planned housing development in the Principal Centres, Key Centres and Strategic Settlements; and around 26% of planned housing development in the rural area. Planned employment development would reflect the principles of this distribution, with the majority concentrated in urban areas.

The principle of 'urban focus' is one of accommodating a larger proportion of development within urban settlements that have the infrastructure available to best support development, with complementary development in the rural areas (particularly the larger rural settlements) to maintain and enhance sustainability.

This option is responsive to the 'urban focus' option assessed within the SA assessment already undertaken to inform the draft Shropshire Local Plan. This option is also generally comparable to the proposed distribution of development within the draft Shropshire Local Plan.

- c. Strategic Distribution of Planned Development Option C: Balanced Growth** - Consisting of around 30% of planned housing development within the Strategic Centre of Shrewsbury; around 40% of planned housing development in the Principal Centres, Key Centres and Strategic Settlements; and around 30% of planned housing development in the rural area. Planned employment development would reflect the principles of this distribution, approximately balancing provision across the three broad categories.

The principle of 'balanced growth' is seeking to evenly distribute development across all categories of settlement in Shropshire in order to support their long term sustainability.

This option is responsive to and consistent with the 'balanced growth' option assessed within the SA assessment already undertaken to inform the draft Shropshire Local Plan.

## Assessment of Reasonable Options for the Strategic Distribution of Planned Development

8.8. The following tables summarise the additional SA assessment of the identified reasonable Distribution of Development Options:

**Table 8.1: Strategic Distribution of Planned Development Option A: Rural Rebalance**

<b>Strategic Distribution of Planned Development Option A: Rural Rebalance</b>				
This option consists of around 25% of planned housing development occurring within the Strategic Centre of Shrewsbury; around 40% of planned housing development occurring in the Principal Centres, Key Centres and Strategic Settlements; and around 35% of planned housing development occurring in the rural area. Planned employment development would reflect the principles of this distribution, with a significant component in the rural areas.				
<b>Sustainability Objective</b>	<b>Short Term</b>	<b>Medium Term</b>	<b>Long Term</b>	<b>Commentary</b>
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	0	0	0	As the strategic distribution of planned development is generally comparable to that within the adopted Local Plan, there is likely to be little change to the impact on the range of species and the quality and extent of habitats in Shropshire resulting from the strategic distribution of development.
2: Encourage a strong and sustainable economy throughout Shropshire	0	0	0	As the strategic distribution of planned development is generally comparable to that within the adopted Local Plan, this option is likely to represent little change to current economic trends or the ability to respond positively to sustainable development opportunities, support the achievement of economic growth aspirations including through the creation of more jobs, and support the diversification of our labour force.
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society	0	0	0	As the strategic distribution of planned development is generally comparable to that within the adopted Local Plan, this option is likely to represent little change to current ability to provide sufficient good quality housing to meet the needs of all sections of society.
4: Promote access to services for all sections of society	0	0	0	As the strategic distribution of planned development is generally comparable to that within the adopted Local Plan, there is likely to be limited change to the impact on existing provision and accessibility of services and amenities resulting from the strategic distribution of development.
5: Encourage the use of sustainable means of transport	0	0	0	As the strategic distribution of planned development is generally comparable to that within the adopted Local Plan, there is likely to be little change to the impact on the provision and use of transport infrastructure resulting from the strategic distribution of development.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
6: Reduce the need of people to travel by car	0	0	0	As the strategic distribution of planned development is generally comparable to that within the adopted Local Plan, this option is unlikely to alter the current situation with respect to the impact on the use of public transport and the prevalence of walking or cycling to work.
7: Support active and healthy communities.	0	0	0	As the strategic distribution of planned development is generally comparable to that within the adopted Local Plan, this option is unlikely to change existing patterns of leisure and recreational activities and the provision of health and cultural activities resulting from the strategic distribution of development.
8: Protect and improve soil quality	?	?	?	As the strategic distribution of planned development is generally comparable to that within the adopted Local Plan, it is unlikely that it will change the impact of the strategic distribution of development on soil quality. However, this is ultimately dependent on the sites allocated for development. The specific site allocations are assessed separately within the SA process.
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution	?	?	?	As the strategic distribution of planned development is generally comparable to that within the adopted Local Plan, it is unlikely that it will change the impact of the strategic distribution of development on water quality and pollution. This distribution of growth is likely to be capable of being accommodated without affecting existing water quality or causing water pollution. However, this is ultimately dependent on the sites allocated for development. The specific site allocations are assessed separately within the SA process.
10: Reduce flood risk and improve flood management	?/0	?/0	?/0	As the strategic distribution of planned development is generally comparable to that within the adopted Local Plan, it is unlikely that it will change the impact of the strategic distribution of development on flood risk and flood management. However, ultimately the effect on flood risk and opportunities to improve flood management will depend on the location of sites allocated for development. Land allocated in the current Local Plan is generally not in areas of high flood risk so it may be possible to achieve a similar outcome with this option. The specific site allocations are assessed separately within the SA process.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
11: Conserve and enhance Shropshire's air quality and reduce the risk of air pollution	?/0	?/0	?/0	As the strategic distribution of planned development is generally comparable to that within the adopted Local Plan, it is unlikely that it will change the impact of the strategic distribution of development on air quality. However, ultimately the effect on air quality will depend on the location of sites allocated for development e.g. development within or close to an Air Quality Management Area is more likely to have an adverse impact whilst development elsewhere is unlikely to alter the current situation. The specific site allocations are assessed separately within the SA process.
12: Reduce carbon dioxide emissions	0	0	0	As the strategic distribution of planned development is generally comparable to that within the adopted Local Plan, there is likely to be little change to the impact on carbon dioxide emissions resulting from the strategic distribution of development.
13: Promote adaptation and mitigation to climate change	0	0	0	As the strategic distribution of planned development is generally comparable to that within the adopted Local Plan, there is likely to be little change to the impact on climate change resulting from the strategic distribution of development.
14: Promote efficient use of natural resources	0/?	0/?	0/?	As the strategic distribution of planned development is generally comparable to that within the adopted Local Plan, it is unlikely that it will change the impact of the strategic distribution of development on opportunities to use previously developed land, re-use existing buildings and use of primary aggregates. However, the location of allocated sites will have a significant impact on opportunities to use previously developed land and re-use existing buildings. The specific site allocations are assessed separately within the SA process.
15: Conserve and enhance features and areas of heritage value and their setting	0	0	0	As the strategic distribution of planned development is generally comparable to that within the adopted Local Plan, there is likely to be little change to the impact on heritage assets and their setting resulting from the strategic distribution of development.
16: Conserve and enhance landscape character and local distinctiveness	0	0	0	As the strategic distribution of planned development is generally comparable to that within the adopted Local Plan, there is likely to be little change to the impact on landscape character and distinctiveness resulting from the strategic distribution of development.

## **Summary for Strategic Distribution of Planned Development Option A: Rural Rebalance**

- 8.9. The strategic distribution of planned development associated with this reasonable option is underpinned by the principle of ‘rural rebalance’. ‘Rural rebalance’ involves a high proportion of planned development occurring within the rural area (particularly the larger rural settlements) in order to enhance its sustainability, but still allows for a significant amount of development within the Strategic Centre, Principal Centres, Key Centres and Strategic Settlements.
- 8.10. The strategic distribution of planned development associated with this reasonable option has a reduced urban focus and increased rural focus when compared to that proposed within the draft Shropshire Local Plan. As such, it could result in a need to amend settlement guidelines and site allocations – unless the overall level of development was subject to change.
- 8.11. As the strategic distribution of planned development associated within this option is generally comparable to that within the adopted Local Plan, it is likely to result in little change to the impact of the strategic distribution of development on the following sustainability objectives: encouraging a strong and sustainable economy throughout Shropshire; providing a sufficient amount of good quality housing which meets the needs of all sections of society; protecting and enhancing the range of plants and animals and the quality and extent of wildlife habitats in Shropshire; promoting access to services for all sections of society; encouraging the use of sustainable means of transport; reducing the need of people to travel by car; supporting active and healthy communities; reducing carbon dioxide emissions; adapting to and mitigating climate change; conserving and enhancing heritage features and their settings; and conserving and enhancing landscape character and local distinctiveness.
- 8.12. The location of allocated sites is likely to have the most influence on protecting and improving soil quality and the conservation and enhancement of water resources. This is also likely to be the case for protection of air quality, reducing flood risk and promoting efficient use of natural resources (although impact on use of primary aggregates is unlikely to change as this is more closely linked to the strategic distribution of development). Land allocated in the adopted Local Plan is generally not in areas of high flood risk or directly impacting on air quality management areas, so it would likely be possible to achieve a similar outcome with this option.



**Table 8.2: Distribution of Development Option B: Urban Focus**

<b>Strategic Distribution of Planned Development Option B: Urban Focus</b>				
This option consists of around 28% of planned housing development occurring within the Strategic Centre of Shrewsbury; around 46% of planned housing development occurring in the Principal Centres, Key Centres and Strategic Settlements; and around 26% of planned housing development occurring in the rural area. Planned employment development would reflect the principles of this distribution, with the majority concentrated in urban areas.				
<b>Sustainability Objective</b>	<b>Short Term</b>	<b>Medium Term</b>	<b>Long Term</b>	<b>Commentary</b>
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	+/?	+/?	+/?	The majority of protected and priority habitats and species are found in the countryside. This option entails around a 9% reduction to the amount of planned development occurring within the rural area to that within the adopted Local Plan and compared with Option 1. As such, it is likely to have a positive effect on the range, extent and quality of plants and animals in Shropshire. However, this is somewhat dependent on proposed site allocations. The specific site allocations are assessed separately within the SA process.
2: Encourage a strong and sustainable economy throughout Shropshire	++	++	++	This option is likely to support the provision of an appropriate and balanced supply of employment land across Shropshire. Due to the significantly increased focus on 'urban areas' to that within the adopted Local Plan it is likely to significantly increase the ability compared to that which currently exists to positively respond to sustainable development opportunities, support the achievement of economic growth aspirations including through the creation of more jobs, and support the diversification of our labour force. Given wider economic aspirations, it will also provide good opportunities to create a balanced supply of employment land and/or more or higher value jobs.  This is because it is generally considered that these opportunities are more significantly associated with 'urban areas' than rural areas.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society	++	++	++	<p>This option directs the majority of planned development towards urban areas, meaning that a much higher proportion of planned development will occur in urban areas than within the strategy within the adopted Local Plan. These settlements contain the highest proportion of the population and as such a significant component of the total housing need in Shropshire.</p> <p>Furthermore, the planned development in urban areas will be complemented by planned development within rural areas, albeit this will represent a smaller proportion of the total planned development than within the strategy within the adopted Local Plan. There remains housing need in Shropshire's rural communities. As such, it is considered that this option would likely support provision of housing in locations that are responsive to needs.</p>
4: Promote access to services for all sections of society	++	++	++	<p>This option directs the majority of planned development towards urban areas, meaning that a much higher proportion of planned development will occur in urban areas than within the strategy within the adopted Local Plan. These settlements benefit from the greatest range of services and facilities.</p> <p>Furthermore, the planned development in urban areas will be complemented by planned development within rural areas, albeit this will represent a smaller proportion of the total planned development than within the strategy within the adopted Local Plan. This means that planned development in rural areas can be more effectively directed towards the larger rural settlements that themselves offer some services and facilities.</p> <p>As such, this option is likely to promote positive access for all sections of society to services and facilities.</p> <p>This option will also support the sustainability of existing services and facilities and the provision of new services and facilities (particularly in the larger settlements) by increasing the 'critical population mass' which supports the viability and sustainability of services and facilities.</p>

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
5: Encourage the use of sustainable means of transport	++	++	++	<p>This option directs the majority of planned development towards urban areas, meaning that a much higher proportion of planned development will occur in urban areas than within the strategy within the adopted Local Plan. These settlements benefit from the greatest access to and range of sustainable means of transport. Furthermore, the planned development in urban areas will be complemented by planned development within rural areas, albeit this will represent a smaller proportion of the total planned development than within the strategy within the adopted Local Plan. This means that planned development in rural areas can be more effectively directed towards the larger rural settlements that themselves often offer more sustainable transport opportunities.</p> <p>As such, it is likely to significantly promote positive access to and encouragement of the use of sustainable means of transport.</p>
6: Reduce the need of people to travel by car	++	++	++	<p>This option directs the majority of planned development towards urban areas, meaning that a much higher proportion of planned development will occur in urban areas than within the strategy within the adopted Local Plan. These settlements benefit from a range of services and facilities and means of sustainable transport which can reduced reliance on travel by car.</p> <p>Furthermore, the planned development in urban areas will be complemented by planned development within rural areas, albeit this will represent a smaller proportion of the total planned development than within the strategy within the adopted Local Plan. This means that planned development in rural areas can be more effectively directed towards the larger rural settlements that offer some services and facilities and often offer sustainable transport opportunities.</p> <p>As such, this option is likely to maximise the reduction in the need for car-based transport.</p>

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
7: Support active and healthy communities.	++	++	++	<p>This option directs the majority of planned development towards urban areas, meaning that a much higher proportion of planned development will occur in urban areas than within the strategy within the adopted Local Plan. These settlements benefit from a range of health, leisure, recreation, and cultural facilities. Furthermore, the planned development in urban areas will be complemented by planned development within rural areas, albeit this will represent a smaller proportion of the total planned development than within the strategy within the adopted Local Plan. This means that planned development in rural areas can be more effectively directed towards the larger rural settlements that can offer some formal health, leisure, recreation and cultural facilities.</p> <p>As such, this option is likely to promote positive access for all sections of society to health, leisure, recreation, and cultural facilities.</p> <p>This option will also support the sustainability of existing health, leisure, recreation, and cultural facilities and the provision of new health, leisure, recreation, and cultural facilities (particularly in the larger settlements) by increasing the ‘critical population mass’ which supports their viability and sustainability.</p>
8: Protect and improve soil quality	+/?	+/?	+/?	<p>This option directs the majority of planned development towards urban areas, meaning that a much higher proportion of planned development will occur in urban areas than within the strategy within the adopted Local Plan. Focussing planned development in the urban areas offers the ability to reduce the amount of best and most versatile agricultural land and maximise the amount of brownfield land used for development. However, this is somewhat dependent on proposed site allocations. The specific site allocations are assessed separately within the SA process.</p>
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution	+	+	+	<p>This option directs the majority of planned development towards urban areas, meaning that a much higher proportion of planned development will occur in urban areas than within the strategy within the adopted Local Plan. Since pollution from rural areas is the main issue affecting water quality in Shropshire, this option should offer greater protection to existing water resources.</p>
10: Reduce flood risk and improve flood management	?	?	?	<p>The effect on flood risk and opportunities to improve flood management will depend on the location of site allocations. The specific site allocations are assessed separately within the SA process.</p>

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
11: Conserve and enhance Shropshire's air quality and reduce the risk of air pollution	?	?	?	The effect on air quality and the ability to reduce air pollution will to a large extent depend on the location of site allocations e.g., development within or close to an Air Quality Management Area is more likely to have an adverse impact whilst development elsewhere is unlikely to alter the current situation. The specific site allocations are assessed separately within the SA process. However, as all AQMAs are in urban areas this option is the most likely to have a negative impact on them. Conversely, less development in the rural area may protect air quality more generally.
12: Reduce carbon dioxide emissions	+	+	+	This option directs the majority of planned development towards urban areas which are most likely to support larger scale development(s). The economies of scale possible with this approach may promote opportunities for reducing energy consumption and the production of energy from renewable sources.
13: Promote adaptation and mitigation to climate change	+	+	+	This option directs the majority of planned development towards urban areas. If a strategic overview to each settlement is taken, this option may provide good opportunities to increase the connectivity of urban and rural habitats and/or provide new habitats which help mitigate climate change. Furthermore, urban areas are most likely to support larger scale development(s). Therefore, the potential for new large scale habitats gained through residential development is also likely to be increased / higher than the strategic approach within the adopted Local Plan, so increasing the contribution this can make to adapting and mitigating climate change. Specific site allocations are assessed separately within the SA process.
14: Promote efficient use of natural resources	+	+	+	This option directs the majority of planned development towards urban areas. Urban areas are most likely to contain opportunities to re-use existing buildings and land and achieve higher development densities. Furthermore, development in urban areas have greater potential to use alternatives to primary aggregates and makes the best use of existing infrastructure. Specific site allocations are assessed separately within the SA process.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
15: Conserve and enhance features and areas of heritage value and their setting	?	?	?	This option directs the majority of planned development towards urban areas. Focussing planned development in urban areas generally increases the likelihood of harm to the significance of heritage assets where significant quantities are clustered, but also provides the best opportunities to contribute to enhanced management of heritage assets. The balance between these competing issues will depend on the location of allocated sites. Specific site allocations are assessed separately within the SA process.
16: Conserve and enhance landscape character and local distinctiveness	-	-	-	This option directs the majority of planned development towards urban areas. Whilst increasing the proportion of planned development that occurring in locations associated with the urban area is likely to minimise harm to rural landscapes, it is still likely to change the character of those places where the majority of people currently live. At the same time, harm to visual amenity is possible with all forms of development, regardless of location. Careful design, which respects those features that convey a sense of place and takes account of valued viewpoints can help to maintain local distinctiveness and minimise losses of visual amenity but it is unlikely to prevent localised changes in landscape character.

### **Summary for Strategic Distribution of Planned Development Option B: Urban Focus**

- 8.13. The strategic distribution of planned development associated with this reasonable option is underpinned by the principle of ‘urban focus’. ‘Urban focus’ involves the largest proportion of planned development being directed towards urban settlements that have the infrastructure available to best support development, with complementary development in the rural areas - particularly the larger rural settlements to maintain and enhance rural sustainability.
- 8.14. The strategic distribution of planned development associated with this reasonable option is generally consistent with that proposed within the draft Shropshire Local Plan. As such, it would likely support the retention of proposed strategies for settlements across Shropshire and the proposed site allocations identified to support the achievement of these proposed settlement strategies – unless the overall level of development was subject to change.

- 8.15. As employers and employment opportunities are more significantly associated with 'urban areas' than rural areas, it is considered that this option would likely help retain and support existing businesses by providing suitable housing for existing and attracting new labour force. It is also considered that this option would increase the ability compared to that which currently exists to positively support the achievement of economic growth aspirations including through the creation of more jobs.
- 8.16. This option will also increase the ability to provide housing which meets the needs of all groups within our communities, given that it directs the majority of planned development to urban areas where a significant component of the total housing need in Shropshire is located, but continues to allow for complementary planned development within rural areas where there remains housing need.
- 8.17. Concentrating development of society to health, leisure, recreation, and cultural facilities; promote positive access to and encourage the use of sustainable means in the urban area and the associated larger settlements is also likely to increase the ability to promote positive access for all sections of society to services and facilities such as schools, doctor's surgeries, shops, parks, play areas and sports facilities; promote positive access for all sections of transport and maximise the reduction in the need for car-based transport. It also provides support for the long term sustainability of existing and opportunities to provide new services and facilities such as schools, doctor's surgeries, shops, parks, play areas and sports facilities and health, leisure, recreation, and cultural facilities.
- 8.18. Since pollution from rural areas is the main issue affecting water quality in Shropshire, this option should offer the highest level of protection to existing water resources. The economies of scale possible with this approach may promote opportunities for reducing energy consumption, production of energy from renewable sources, and adapting to and mitigating climate change. An urban focus also maximises the potential to re-use existing buildings and land, using alternatives to primary aggregates and making the best use of existing infrastructure.
- 8.19. Focussing development in the urban areas offers the ability to minimise the amount of best and most versatile agricultural land, maximise the amount of brownfield land used for development, and minimise any harm to protected, priority, key or indicator habitats, plants, animals or birds as the majority of protected and priority habitats and species are found on the countryside. However, this is somewhat dependent on proposed site allocations. The specific site allocations are assessed separately within the SA process.
- 8.20. The potential to reduce flood risk, improve flood management and protect air quality is dependent on the location of allocated sites. Similarly, focussing development in the towns and larger settlements increases the likelihood of harm to the significance of heritage assets but also provides the best opportunities to contribute to their better management. The balance between these competing issues will depend on the location of allocated sites.

8.21. Whilst development in the more urban parts of the county is likely to minimise harm to rural landscapes, it is still likely to change the character of those places where the majority of people live. At the same time, harm to visual amenity is possible with all forms of development, regardless of location. Careful design, which respects those features that convey a sense of place and takes account of valued viewpoints, can help to maintain local distinctiveness and minimise losses of visual amenity but it is unlikely to prevent localised changes in landscape character.



**Table 8.3: Distribution of Development Option C: Balanced Growth**

<b>Strategic Distribution Option C: Balanced Growth</b>				
<p>This option consists of around 30% of planned housing development occurring within the Strategic Centre of Shrewsbury; around 40% of planned housing development occurring in the Principal Centres, Key Centres and Strategic Settlements; and around 30% of planned housing development occurring in the rural area. Planned employment development would reflect the principles of this distribution, approximately balancing provision across the three broad categories.</p>				
<b>Sustainability Objective</b>	<b>Short Term</b>	<b>Medium Term</b>	<b>Long Term</b>	<b>Commentary</b>
<p>1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.</p>	+/?	+/?	+/?	<p>The majority of protected and priority habitats and species are found in the countryside. This option entails around a 5% reduction to the amount of planned development occurring within the rural area to that within the adopted Local Plan and compared with Option 1. As such, it is likely to have a positive effect on the range, extent and quality of plants and animals in Shropshire. However, this is somewhat dependent on proposed site allocations. The specific site allocations are assessed separately within the SA process.</p>
<p>2: Encourage a strong and sustainable economy throughout Shropshire</p>	+	+	+	<p>This option is likely to support the provision of an appropriate and balanced supply of employment land across Shropshire. Due to the increased focus on ‘urban areas’ to that within the adopted Local Plan it is likely to increase the ability compared to that which currently exists to positively respond to sustainable development opportunities, support the achievement of economic growth aspirations including through the creation of more jobs, and support the diversification of our labour force. Given wider economic aspirations, it will also provide good opportunities to create a balanced supply of employment land and/or more or higher value jobs. This is because it is generally considered that these opportunities are more significantly associated with ‘urban areas’ than rural areas.</p>

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society	+	+	+	<p>This option seeks to achieve a balanced distribution of planned development. As such, it will entail a higher proportion of the total planned development occurring within urban areas than within the strategy within the adopted Local Plan. These settlements contain the highest proportion of the population and as such a significant component of the total housing need in Shropshire.</p> <p>This will be complemented by planned development within rural areas, albeit a smaller proportion of the total planned development than within the strategy within the adopted Local Plan. There remains housing need in Shropshire’s rural communities.</p> <p>As such, it is considered that this option would likely support provision of housing in locations that are responsive to needs.</p>
4: Promote access to services for all sections of society	+	+	+	<p>This option seeks to achieve a balanced distribution of planned development. As such, it will entail a higher proportion of the total planned development occurring within urban areas than within the strategy within the adopted Local Plan. These settlements benefit from the greatest range of services and facilities.</p> <p>This will be complemented by planned development within rural areas, albeit a smaller proportion of the total planned development than within the strategy within the adopted Local Plan. This means that planned development in rural areas can be more effectively directed towards the larger rural settlements that themselves offer some services and facilities.</p> <p>As such, this option is likely to promote positive access for all sections of society to services and facilities.</p> <p>This option will also support the sustainability of existing services and facilities and potential provision of new services and facilities by increasing the ‘critical population mass’ which supports the viability and sustainability of services and facilities.</p>

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
5: Encourage the use of sustainable means of transport	+	+	+	<p>This option seeks to achieve a balanced distribution of planned development. As such, it will entail a higher proportion of the total planned development occurring within urban areas than within the strategy within the adopted Local Plan. These settlements benefit from the greatest access to and range of sustainable means of transport</p> <p>This will be complemented by planned development within rural areas, albeit a smaller proportion of the total planned development than within the strategy within the adopted Local Plan. This means that planned development in rural areas can be more effectively directed towards the larger rural settlements that themselves often offer more sustainable transport opportunities.</p> <p>As such, it is likely to promote positive access to and encourage the use of sustainable means of transport.</p>
6: Reduce the need of people to travel by car	+	+	+	<p>This option seeks to achieve a balanced distribution of planned development. As such, it will entail a higher proportion of the total planned development occurring within urban areas than within the strategy within the adopted Local Plan. These settlements benefit from a range of services and facilities and means of sustainable transport which can reduced reliance on travel by car.</p> <p>This will be complemented by planned development within rural areas, albeit a smaller proportion of the total planned development than within the strategy within the adopted Local Plan. This means that planned development in rural areas can be more effectively directed towards the larger rural settlements that offer some services and facilities and often offer sustainable transport opportunities.</p> <p>As such, this option is likely to reduce the need of people to travel by car.</p>

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
7: Support active and healthy communities.	+	+	+	<p>This option seeks to achieve a balanced distribution of planned development. As such, it will entail a higher proportion of the total planned development occurring within urban areas than within the strategy within the adopted Local Plan. These settlements benefit from a range of health, leisure, recreation, and cultural facilities. This will be complemented by planned development within rural areas, albeit a smaller proportion of the total planned development than within the strategy within the adopted Local Plan. This means that planned development in rural areas can be more effectively directed towards the larger rural settlements that can offer some formal health, leisure, recreation and cultural facilities.</p> <p>As such, this option is likely to promote positive access for all sections of society to health, leisure, recreation, and cultural facilities.</p> <p>This option will also support the sustainability of existing health, leisure, recreation, and cultural facilities and potentially the provision of new health, leisure, recreation, and cultural facilities (particularly in the larger settlements) by increasing the 'critical population mass' which supports their viability and sustainability.</p>
8: Protect and improve soil quality	+/?	+/?	+/?	<p>This option directs more of the planned development towards urban areas, meaning that a higher proportion of planned development will occur in urban areas than within the strategy within the adopted Local Plan. Focussing planned development in the urban areas offers the ability to reduce the amount of best and most versatile agricultural land and increase the amount of brownfield land used for development. However, this is somewhat dependent on proposed site allocations. The specific site allocations are assessed separately within the SA process.</p>
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution	+	+	+	<p>This option directs more of the planned development towards urban areas, meaning that a higher proportion of planned development will occur in urban areas than within the strategy within the adopted Local Plan. Since pollution from rural areas is the main issue affecting water quality in Shropshire, this option should offer greater protection to existing water resources.</p>
10: Reduce flood risk and improve flood management	?	?	?	<p>The effect on flood risk and opportunities to improve flood management will depend on the location of site allocations. The specific site allocations are assessed separately within the SA process.</p>

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
11: Conserve and enhance Shropshire's air quality and reduce the risk of air pollution	?	?	?	The effect on air quality and the ability to reduce air pollution will to a large extent depend on the location of site allocations e.g., development within or close to an Air Quality Management Area is more likely to have an adverse impact whilst development elsewhere is unlikely to alter the current situation. The specific site allocations are assessed separately within the SA process. However, as all AQMAs are in urban areas this option is the more likely to have a negative impact on them than the strategic distribution of development within the adopted Local Plan. Conversely, less development in the rural area may protect air quality more generally.
12: Reduce carbon dioxide emissions	+	+	+	This option directs more of the planned development towards urban areas than within the strategic approach to planned development within the adopted Local Plan. Such locations are most likely to support larger scale development(s). The economies of scale possible with this approach may promote opportunities for reducing energy consumption and the production of energy from renewable sources.
13: Promote adaptation and mitigation to climate change	+	+	+	This option directs more of the planned development towards urban areas than within the strategic approach to planned development within the adopted Local Plan. If a strategic overview to each settlement is taken, this option may provide good opportunities to increase the connectivity of urban and rural habitats and/or provide new habitats which help mitigate climate change. Furthermore, urban areas are most likely to support larger scale development(s). Therefore, the potential for new large scale habitats gained through residential development is also likely to be increased / higher than the strategic approach within the adopted Local Plan, so increasing the contribution this can make to adapting and mitigating climate change. Specific site allocations are assessed separately within the SA process.
14: Promote efficient use of natural resources	+	+	+	This option directs more of the planned development towards urban areas than within the strategic approach to planned development within the adopted Local Plan. Urban areas are most likely to contain opportunities to re-use existing buildings and land. Furthermore, development in urban areas has greater potential to use alternatives to primary aggregates and makes the best use of existing infrastructure. Specific site allocations are assessed separately within the SA process.

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
15: Conserve and enhance features and areas of heritage value and their setting	?	?	?	This option directs more of the planned development towards urban areas than within the strategic approach to planned development within the adopted Local Plan. Increasing the amount of planned development in urban areas generally increases the likelihood of harm to the significance of heritage assets where significant quantities are clustered, but also provides the best opportunities to contribute to enhanced management of heritage assets. The balance between these competing issues will depend on the location of allocated sites. Specific site allocations are assessed separately within the SA process.
16: Conserve and enhance landscape character and local distinctiveness	-	-	-	This option directs more of the planned development towards urban areas than within the strategic approach to planned development within the adopted Local Plan. Whilst increasing the proportion of planned development that occurring in locations associated with the urban area is likely to minimise harm to rural landscapes, it is still likely to change the character of those places where the majority of people currently live. At the same time, harm to visual amenity is possible with all forms of development, regardless of location. Careful design, which respects those features that convey a sense of place and takes account of valued viewpoints can help to maintain local distinctiveness and minimise losses of visual amenity but it is unlikely to prevent localised changes in landscape character.

### **Summary for Strategic Distribution of Planned Development Option C: Balanced Growth**

- 8.22. The strategic distribution of planned development associated with this reasonable option is underpinned by the principle of ‘balanced growth’. ‘Balanced growth’ involves the even distribution of development across all categories of settlement in Shropshire in order to support their long term sustainability.
- 8.23. The strategic distribution of planned development associated with this reasonable option has a reduced urban focus and increased rural focus when compared to that proposed within the draft Shropshire Local Plan. As such, it could result in a need to amend settlement guidelines and site allocations – unless the overall level of development was subject to change.
- 8.24. As employers and employment opportunities are more significantly associated with ‘urban areas’ than rural areas, it is considered that this option would likely help retain and support existing businesses by providing suitable housing for existing and attracting new labour

force. It is also considered that this option would increase the ability compared to that which currently exists to positively support the achievement of economic growth aspirations including through the creation of more jobs.

- 8.25. This option will also increase the ability to provide housing which meets the needs of all groups within our communities, given that it directs the more of planned development to urban areas than the strategic distribution of development within the adopted Local Plan, where a significant component of the total housing need in Shropshire is located, but continues to allow for significant planned development within rural areas, where there remains housing need.
- 8.26. Concentrating a higher proportion of the total development in the urban area and the associated larger settlements is also likely to increase the ability to promote positive access for all sections of society to services and facilities such as schools, doctor's surgeries, shops, parks, play areas and sports facilities; promote positive access for all sections of society to health, leisure, recreation, and cultural facilities; promote positive access to and encourage the use of sustainable means of transport and maximise the reduction in the need for car-based transport. It also provides support for the long term sustainability of existing and some opportunities to provide new services and facilities such as schools, doctor's surgeries, shops, parks, play areas and sports facilities and health, leisure, recreation, and cultural facilities.
- 8.27. Since pollution from rural areas is the main issue affecting water quality in Shropshire, this option should offer higher levels of protection to existing water resources than the strategic distribution of planned development within the adopted Local Plan. The economies of scale possible with this approach may promote opportunities for reducing energy consumption, production of energy from renewable sources, and adapting to and mitigating climate change. Increasing the proportion of development in urban areas compared to the strategic approach for planned development within the adopted Local Plan also increases the potential to re-use existing buildings and land, using alternatives to primary aggregates and making the best use of existing infrastructure.
- 8.28. Focussing more development in urban areas than the strategic approach for the distribution of planned development within the adopted Local Plan offers the ability to reduce the amount of best and most versatile agricultural land, maximise the amount of brownfield land used for development, and minimise any harm to protected, priority, key or indicator habitats, plants, animals or birds as the majority of protected and priority habitats and species are found on the countryside. However, this is somewhat dependent on proposed site allocations. The specific site allocations are assessed separately within the SA process.
- 8.29. The potential to reduce flood risk, improve flood management and protect air quality is dependent on the location of allocated sites. Similarly, focussing development in the towns and larger settlements increases the likelihood of harm to the significance of heritage assets but also provides the best opportunities to contribute to their better management. The balance between these competing issues will depend on the location of allocated sites.

8.30. Whilst development in the more urban parts of the county is likely to minimise harm to rural landscapes, it is still likely to change the character of those places where the majority of people live. At the same time, harm to visual amenity is possible with all forms of development, regardless of location. Careful design, which respects those features that convey a sense of place and takes account of valued viewpoints, can help to maintain local distinctiveness and minimise losses of visual amenity but it is unlikely to prevent localised changes in landscape character.



## **Comparison Summary of Reasonable Options for the Strategic Distribution of Planned Development**

- 8.31. The overall purpose of this component of the additional SA assessment work is to help inform judgements about which of the reasonable alternatives for the strategic distribution of planned development is the most sustainable against the SA objectives. This additional SA assessment work is summarised within Tables 8.1 - 8.3 above.
- 8.32. To assist with the comparison of the results of the additional SA assessment of the reasonable alternatives for the strategic distribution of planned development, Table 8.4 has been prepared for illustrative purposes only. This summarises, in comparative terms, how the three reasonable alternatives perform against each of the SA objectives. This is achieved by 'ranking' the performance of each of the reasonable options from best performing (1) to poorest performing (5) in relative terms, against each SA objective – where reasonable alternatives achieve the same/similar rating in the short, medium and long term for a SA objective, professional judgement has been utilised to determine whether there are nuances within the scoring of the options.
- 8.33. It is not however appropriate to 'total-up' the scores, because performance against each of the SA objectives requires consideration in and of itself and 'totalling-up' scores would not achieve this requirement. Furthermore, the SA objectives are diverse and address differing considerations, therefore it is not possible to directly compare them. In addition, there are also more SA objectives that address environmental topics than social and economic topics, as such a 'totalling-up' of scores would create a bias towards environmental factors, when the principle of sustainable development is about achieving balance across all three pillars – social, economic, and environmental.

**Table 8.4: Comparison of Strategic Distribution of Planned Development Options**

Sustainability Objective	Option A: Rural Rebalance	Option B: Urban Focus	Option C: Balanced Growth
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	1	2	2
2: Encourage a strong and sustainable economy throughout Shropshire	1	3	2
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society	1	3	2
4: Promote access to services for all sections of society	1	3	2
5: Encourage the use of sustainable means of transport	1	3	2
6: Reduce the need of people to travel by car	1	3	2
7: Support active and healthy communities.	1	3	2
8: Protect and improve soil quality	1	2	2
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution	1	2	2
10: Reduce flood risk and improve flood management	2	1	1
11: Conserve and enhance Shropshire’s air quality and reduce the risk of air pollution	2	1	1
12: Reduce carbon dioxide emissions	1	3	2
13: Promote adaptation and mitigation to climate change	1	3	2
14: Promote efficient use of natural resources	1	3	2
15: Conserve and enhance features and areas of heritage value and their setting	3	1	2
16: Conserve and enhance landscape character and local distinctiveness	3	2	1

## **Conclusion**

- 8.34. Tables 8.1 - 8.3 summarise the additional SA assessment work for each of the reasonable strategic distribution of planned development options identified. Table 8.4 then summarises, in comparative terms, how the three reasonable alternatives perform against each of the SA objectives – this is for illustrative purposes only.
- 8.35. It is apparent from the results of the additional SA assessment work that none of the reasonable strategic distribution of planned development options are likely to result in a strongly negative effect. This being a significant adverse impact that is predicted to be direct, permanent, irreversible and of major magnitude on a large part or the whole of Shropshire, a nationally/internationally protected asset, or on areas outside the County. As such, mitigation would not be required for any of these reasonable options.
- 8.36. Conversely, strategic distribution of planned development Option B (urban focus) is likely to result in a strongly positive effect on SA objectives:
- a. 2: Encouraging a strong and sustainable economy throughout Shropshire.
  - b. 3: Providing a sufficient amount of good quality housing which meets the needs of all sections of society.
  - c. 4: Promoting access to services for all sections of society.
  - d. 5: Encouraging the use of sustainable means of transport.
  - e. 6: Reducing the need of people to travel by car.
  - f. 7: Supporting active and healthy communities.
- 8.37. A strongly positive effect is a significant benefit that is predicted to be direct, permanent, irreversible and of major magnitude to a large part or all of Shropshire or a large number of people/receptors (including outside the County).
- 8.38. This is perhaps unsurprising as the achievement of SA objectives 2, 3, 4, 5, 6 and 7 can all be contributed to through the focusing of development in urban areas as it is these locations where the majority of the larger employers in Shropshire are located; where due to the greater proportion of the population there is the highest housing need; and where there is the greatest potential to access services, facilities and infrastructure.
- 8.39. It is important to note that there are a number of SA objectives that are linked to specific location of development (sites), and as such in the context of the additional SA assessment of reasonable options for the strategic distribution of planned development, the conclusion can only be unknown. The location of development (sites) is assessed separately within the SA process.
- 8.40. In general terms, the additional SA assessment work can be summarised as concluding that focusing a higher proportion of development within urban areas achieves more positive impacts on social, economic and environmental factors.

- 8.41. However, it is important to ensure that the housing needs of Shropshire’s rural communities are recognised and appropriately planned for within any strategic distribution of planned development incorporated into the draft Shropshire Local Plan.
- 8.42. The strategic distribution of planned development associated with reasonable Options A and C would result in a reduced urban focus and increased rural focus (albeit to differing extents) when compared to that proposed within the draft Shropshire Local Plan. As such, they could result in a need to amend settlement guidelines and site allocations – unless the overall level of development was subject to change.
- 8.43. Conversely the strategic distribution of planned development associated with reasonable Option B is generally consistent with that proposed within the draft Shropshire Local Plan. As such, it would likely support the retention of proposed strategies for settlements across Shropshire and the proposed site allocations identified to support the achievement of these proposed settlement strategies – unless the overall level of development was subject to change.
- 8.44. Inevitably, the final determination (planning judgement) about which reasonable option for the strategic distribution of planned development should be identified as the approach to the strategic distribution of planned development within the draft Shropshire Local Plan will be informed by a range of evidence/considerations, including this additional SA assessment work. But this planning judgement is beyond the scope of this additional SA assessment work.

## **9. Summary of SA and Site Assessment: Site(s) to Accommodate a Proposed 1,500 Dwelling and 30ha Employment Land Contributions Towards the Unmet Needs Forecast to arise within the Black Country**

### **Introduction**

9.1. This section of the document summarises the additional SA and site assessment work undertaken to inform the identification of sites to accommodate the proposed 1,500 dwelling and 30ha employment land contribution towards the unmet needs forecast to arise within the Black Country (comprising the Local Planning Authority areas of Dudley, Sandwell, Walsall, and Wolverhampton).

### **Identification of a Reasonable Assessment Geography**

- 9.2. As documented within the Housing Topic Paper (GC4i) and Employment Strategy Topic Paper (GC4n), it is considered that there is a clear functional relationship between Shropshire and the Black Country. However, it is also considered that the extent of the relationship with the Black Country Authorities varies across Shropshire, which is perhaps unsurprising given the size and geography of Shropshire.
- 9.3. As such, it was considered appropriate and proportionate to identify a reasonable geography of Shropshire within which potential sites that could contribute to the unmet housing and employment land need of the Black Country could be located, prior to undertaking additional SA and site assessment work.
- 9.4. Consistent with the assessment of the functional relationship between Shropshire and the Black Country, this was informed by consideration of:
- a. Geographic proximity and the location and quality of main road and rail transport links between Shropshire and the Black Country.
  - b. Migration patterns between sub-geographies (Place Plan Areas) within Shropshire and the entirety of the Black Country.
  - c. Commuting patterns between sub-geographies (Place Plan Areas) within Shropshire and the entirety of the Black Country.
  - d. The extent to which Travel to Work Areas (TTWA's) associated with the Black Country penetrate into Shropshire and vice versa.

### **Summary of the Process Undertaken to Identify a Reasonable Assessment Geography**

#### ***Geographic Proximity and the Location of Main Road and Rail Transport Links***

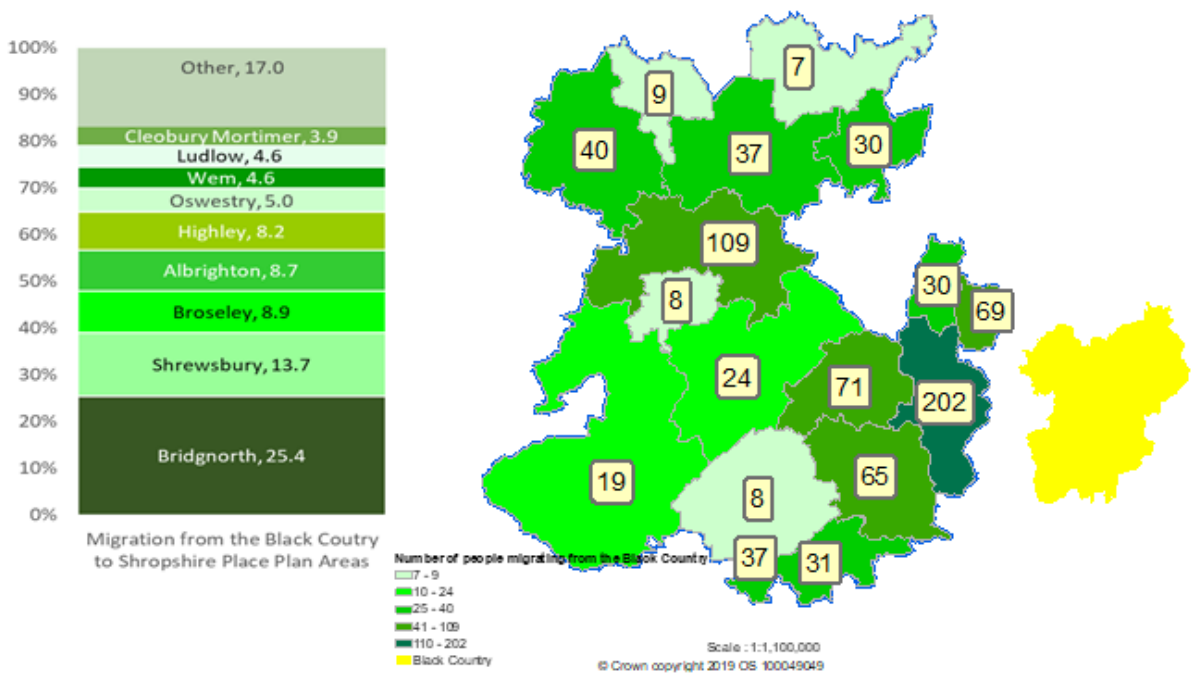
9.5. Shropshire covers a large and diverse geographic area. Whilst none of Shropshire adjoins the Black Country, it is considered that eastern and central parts of Shropshire are in geographic proximity, particularly to Wolverhampton and Dudley. However, northern, southern and western portions of Shropshire have a much more limited geographic proximity to the Black Country.

- 9.6. A number of road and rail links exist between Shropshire and the Black Country, as documented within the Housing Topic Paper (GC4i).
- 9.7. Key road link includes the A5 / M54 Corridor running from Shrewsbury to Wolverhampton (via Shifnal and Albrighton); the A41 corridor running from Albrighton to Wolverhampton (and also extending north into Shropshire linking with Shifnal, Market Drayton and Whitchurch); the A454 and A458 corridors linking Bridgnorth to Wolverhampton and Dudley respectively. These routes allow access to the rest of Shropshire and also to Sandwell and Walsall.
- 9.8. Rail links between Shropshire and the Black Country are provided via the Shrewsbury to Wolverhampton railway line, which includes regular stops at Shifnal and Albrighton in Shropshire and allows for onward travel from Wolverhampton to Birmingham with regular stops at various locations in Sandwell and Dudley including Coseley and Tipton in Dudley. This line allows for onward rail connections to other parts of Shropshire on the rail network and other parts of the Black Country on the rail network.
- 9.9. It is apparent and unsurprising that it is the parts of Shropshire on the east and in central areas that have the most direct transport links to the Black Country. Northern, southern and western portions of Shropshire have much less direct links to the Black Country.

**Migration Patterns**

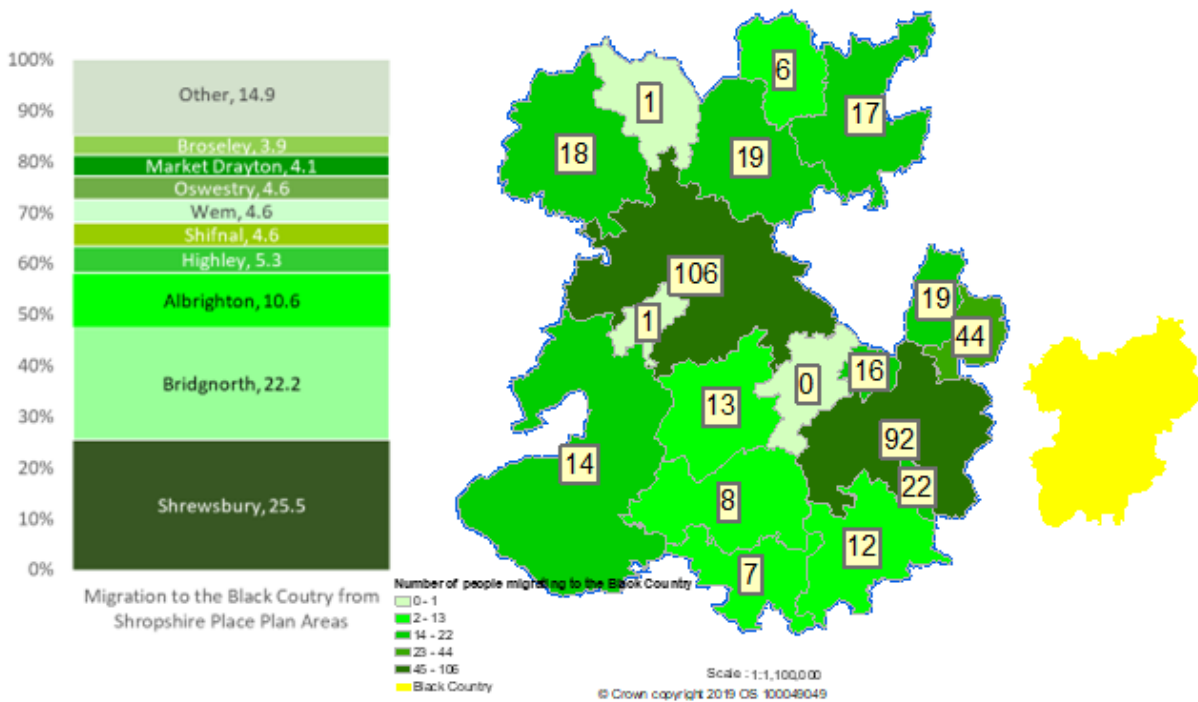
9.10. The Housing Topic Paper (GC4i) provides information on migration patterns at a sub-Shropshire level (based on 2011 Census data). Figure 1 and Figure 2 summarise these migration patterns:

**Figure 1: Internal Migration from the Black Country Authorities to Shropshire (at a Sub-**



<sup>1</sup> ONS, 2011 Census, Migration - Origin Destination, Crown Copyright

**Figure 2: Internal Migration from Shropshire (at a Sub-Shropshire Level) to the Black Country**



9.11. It is apparent from this data that the majority of people migrating into Shropshire from the Black Country are moving to eastern and central locations. It is also apparent that the majority of people migrating out of Shropshire to the Black Country are moving from eastern and central locations. Specifically:

- Bridgnorth Place Plan Area (25.4%) was by far the most popular destination for people migrating from the Black Country to Shropshire, closely followed by Shrewsbury (13.7%), Broseley (8.9%), Albrighton (8.7%) and Highley (8.2%) Place Plan Areas.
- The largest proportion of people migrating from Shropshire to the Black Country were from the Shrewsbury Place Plan Area (25.5%), followed by Bridgnorth (22.2%), and Albrighton (10.6%) Place Plan Areas.

9.12. It is also apparent from this data that migration links between the Black Country and western, north-western and south-western locations within Shropshire are much more limited and are likely to have stronger functional links with other locations such as Cheshire to the north, Herefordshire to the south and Wales to the west.

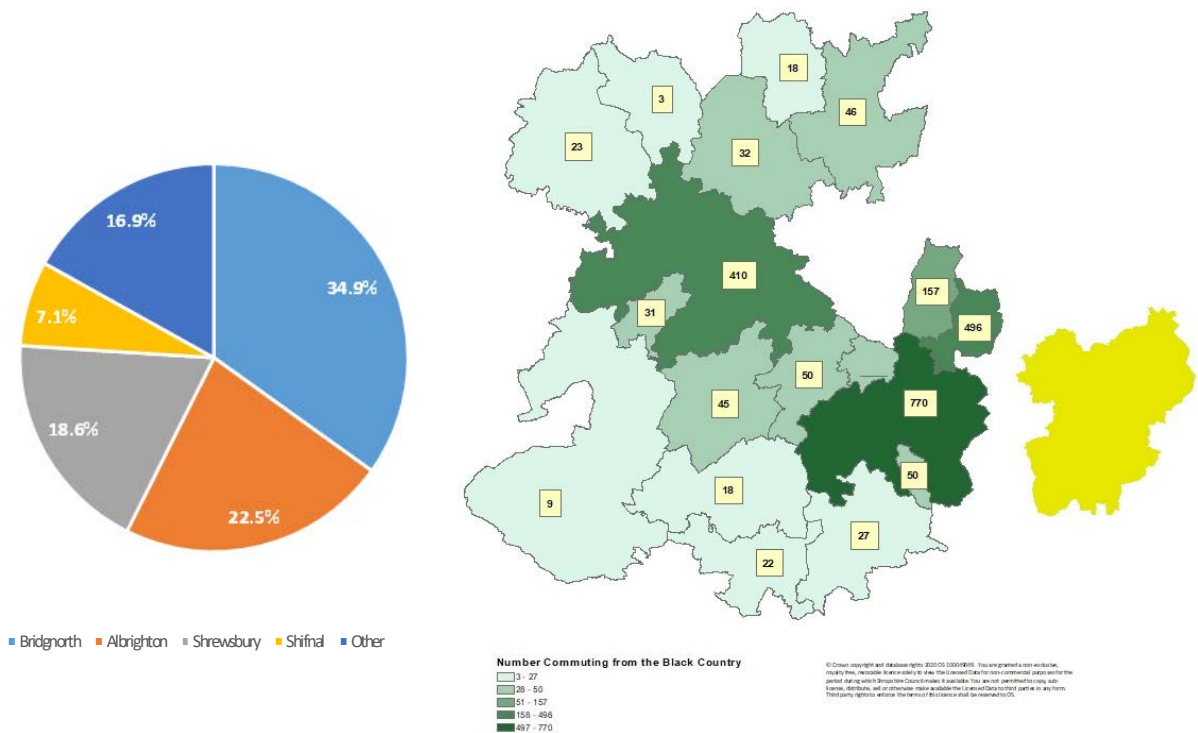
### **Commuting Patterns**

9.13. The Housing Topic Paper (GC4i) also provides information on commuting patterns at a sub-Shropshire level (based on 2011 Census data).

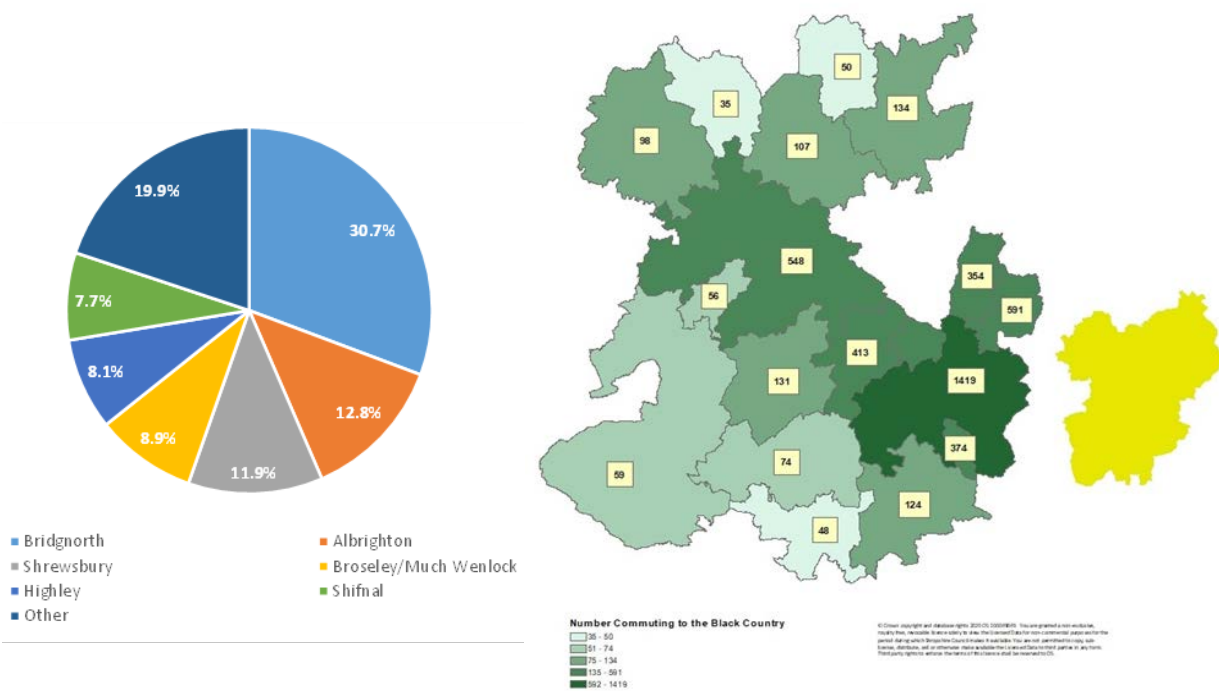
<sup>2</sup> ONS, 2011 Census, Migration - Origin Destination, Crown Copyright

9.14. Figure 3 and Figure 4 summarise these commuting patterns:

**Figure 3: Commuting Between the Black Country Authorities and Shropshire (at a Sub-Shropshire Level)<sup>3</sup>**



**Figure 4: Commuting Between the Black Country Authorities and Shropshire (at a Sub-Shropshire Level)<sup>4</sup>**



<sup>3</sup> ONS, 2011 Census, Migration - Origin Destination, Crown Copyright

<sup>4</sup> ONS, 2011 Census, Migration - Origin Destination, Crown Copyright



- 9.15. It is apparent from this data that the majority of people commuting into Shropshire from the Black Country are commuting to eastern and central locations. It is also apparent that the majority of people commuting out of Shropshire to the Black Country are commuting from eastern and central locations. Specifically:
- a. The majority of commuters from the Black Country into Shropshire were employed within the Bridgnorth Place Plan Area (34.9%), followed by Albrighton (22.5%), Shrewsbury (18.6%), and Shifnal (7.1%) Place Plan Areas.
  - b. The largest proportion of people commuting from Shropshire to the Black Country were from the Bridgnorth Place Plan Area (30.7%), followed by Albrighton (12.8%) and Shrewsbury (11.9%) Place Plan Areas.
- 9.16. It is also apparent from this data that commuting links between the Black Country to and western, northern and southern locations within Shropshire are much more limited.

### ***Travel to Work Areas***

- 9.17. Travel to Work Areas (TTWA's) are a geography created to approximate labour market areas - self-contained areas in which most people both live and work. As summarised within the Housing Topic Paper (GC4i), only one TTWA applies to both Shropshire and the Black Country, this being the Wolverhampton and Walsall TTWA which represents 2.7% of the Shropshire population. This population is located largely within the Albrighton Place Plan Area, Bridgnorth Place Plan Area and a very small part of the Shifnal Place Plan Area.

### ***Conclusion***

- 9.18. It was apparent from the consideration of the range of identified factors, that it is the eastern and central parts of Shropshire that have the strongest functional relationship with the Black Country – they are closest geographically, and generally benefit from the most direct transport links, and contain the areas with the strongest migration and commuting/TTWA links. The functional relationship with the Black Country is significantly more limited within western, northern and southern parts of Shropshire.
- 9.19. It was concluded that potential sites to accommodate the proposed contribution of 1,500 dwellings and 30ha of employment land towards the unmet needs forecast to arise within the Black Country should be located within either central or eastern parts of Shropshire. Specifically, within one or more of the following Place Plan Areas:
- a. Albrighton
  - b. Bridgnorth
  - c. Broseley
  - d. Highley
  - e. Much Wenlock
  - f. Shifnal
  - g. Shrewsbury

9.20. These Place Plan Areas have been identified, as the range of factors considered indicate they have the strongest functional relationship to the Black Country. It was therefore considered that sites in these areas would be best able to promote sustainable patterns of development and would also be most likely to meet the needs of the relevant Black Country households.

### *Housing*

9.21. Within these Place Plan Areas, it was concluded that those sites suitable for accommodating all or part of the proposed contribution to the unmet housing needs forecast to arise within the Black Country would be those associated with the urban areas (Strategic, Principal and Key Centres) with reasonable housing guidelines proposed or potential strategic settlements/strategic sites.

9.22. This was because such locations:

- a. Perform both a local and more strategic function within Shropshire.
- b. Align with the principle of urban focus which underpins the distribution of development across Shropshire.
- c. Consistent with the principle of urban focus, are envisaged to have a reasonable amount of housing development occurring, potentially sufficient to contribute to local needs and more strategic needs.
- d. Are best able to sustainably accommodate the larger sites necessary to support all or part of the proposed contribution to the unmet housing need forecast to arise within the Black Country (alongside local needs).
- e. Generally, offer the services and facilities best able to support connectivity between Shropshire and the Black Country.
- f. Are considered most likely to meet the needs of the relevant Black Country households.

9.23. Conversely other locations (Community Hubs, Community Cluster settlements, and the wider rural area – excluding potential strategic settlements / strategic sites) are:

- a. Generally smaller scale and perform a more local function.
- b. Do not constitute urban areas, therefore they do not align with the principle of urban focus that underpins the distribution of development across Shropshire.
- c. Consistent with the principle of urban focus, are generally envisaged to have a lower amount of housing development occurring.
- d. Are less able to accommodate sites large enough to meet local needs and support all or part of the proposed contribution to the unmet housing need forecast to arise within the Black Country.
- e. Offer lower levels of services and facilities to support connectivity between Shropshire and the Black Country.

## *Employment*

- 9.24. Similarly, within these Place Plan Areas, it was concluded that those sites suitable for accommodating all or part of the proposed contribution to the unmet employment land needs forecast to arise within the Black Country would be those associated with the urban areas (Strategic, Principal and Key Centres) where significant employment land guidelines are proposed or potential strategic settlements / strategic sites.
- 9.25. This was because such locations:
- a. Perform both a local and more strategic function within Shropshire.
  - b. Align with the principle of urban focus which underpins the distribution of development across Shropshire.
  - c. Consistent with the principle of urban focus, are envisaged to have a significant amount of employment land made available for development, potentially sufficient to contribute to local needs and more strategic needs.
  - d. Are best able to sustainably accommodate the larger sites necessary to support all or part of the proposed contribution to the unmet employment land need forecast to arise within the Black Country (alongside local needs).
  - e. Generally, offer the services and facilities best able to support connectivity between Shropshire and the Black Country.
  - f. Are considered most likely to meet the needs of the relevant Black Country households.
- 9.26. Conversely other locations (Key Centres with lower employment land guidelines and supply, Community Hubs, Community Cluster settlements, and the wider rural area – excluding potential strategic settlements / strategic sites) are generally envisaged to have a lower amount of employment land development occurring. They are also generally less able to accommodate the large employment sites sufficient to meet both local needs and support all or part of the proposed contribution to the unmet housing need forecast to arise within the Black Country.

## *Conclusion*

- 9.27. As such, the **reasonable options for sites** to accommodate all or part of the proposed contribution to the unmet housing needs forecast to arise within the Black Country are those in the following locations:
- a. Sites associated with the settlement of Albrighton.
  - b. Sites associated with the settlement of Bridgnorth.
  - c. Sites associated with the settlement of Broseley.
  - d. Sites associated with the settlement of Highley.
  - e. Sites associated with the settlement of Much Wenlock.
  - f. Sites associated with the settlement of Shifnal.
  - g. Sites associated with the settlement of Shrewsbury.

- h. Potential strategic settlements/sites within Albrighton Place Plan Area.
  - i. Potential strategic settlements/sites within Bridgnorth Place Plan Area.
  - j. Potential strategic settlements/sites within Broseley Place Plan Area.
  - k. Potential strategic settlements/sites within Highley Place Plan Area.
  - l. Potential strategic settlements/sites within Much Wenlock Place Plan Area.
  - m. Potential strategic settlements/sites within Shifnal Place Plan Area.
  - n. Potential strategic settlements/sites within Shrewsbury Place Plan Area.
- 9.28. The **reasonable options for sites** to accommodate all or part of the proposed contribution to the unmet employment land needs forecast to arise within the Black Country are those in the following locations:
- a. Sites associated with the settlement of Bridgnorth.
  - b. Sites associated with the settlement of Shifnal.
  - c. Sites associated with the settlement of Shrewsbury.
  - d. Potential strategic settlements/sites within Albrighton Place Plan Area.
  - e. Potential strategic settlements/sites within Bridgnorth Place Plan Area.
  - f. Potential strategic settlements/sites within Broseley Place Plan Area.
  - g. Potential strategic settlements/sites within Highley Place Plan Area.
  - h. Potential strategic settlements/sites within Much Wenlock Place Plan Area.
  - i. Potential strategic settlements/sites within Shifnal Place Plan Area.
  - j. Potential strategic settlements/sites within Shrewsbury Place Plan Area.
- 9.29. Shropshire Council considers that these represent a comprehensive range of reasonable options for sites to accommodate all or part of the proposed contribution of 1,500 dwellings and 30ha of employment land to the unmet needs forecast to arise within the Black Country.

### **Scope of the Additional SA and Site Assessment Work**

- 9.30. Having reviewed the SA and site assessment work already undertaken within the identified reasonable geography, conclusions were reached regarding the scope of the additional SA and Site Assessment work required in order to inform the identification of appropriate site(s) from within the reasonable options identified to accommodate the proposed contributions to the unmet housing and employment land needs forecast to arise within the Black Country.
- 9.31. With regard to the **identification of sites**, it was concluded that a comprehensive process was undertaken to identify sites for consideration within the site assessment process undertaken to inform the identification of proposed allocations within the draft Shropshire Local Plan.

- 9.32. This included a call for sites, identification of potential sites through a Strategic Land Availability Assessment (SLAA), and consideration of sites submitted during each of the five stages of Regulation 18 (Plan Making) consultation undertaken.
- 9.33. It is considered that this represented an extensive and comprehensive range of reasonable options for site allocations across Shropshire and similarly represented an appropriate range of reasonable options for sites to accommodate the proposed contribution to the unmet housing need forecast to arise in the Black Country. Therefore, it was not considered necessary or appropriate to undertake a further call for sites or to seek to identify further sites for consideration within the site assessment process.
- 9.34. **Stage 1 of the Site Assessment process** involved a high-level strategic assessment of sites across Shropshire (within the Strategic Land Availability Assessment), with more detailed assessment undertaken in later stages of assessment. It is at this later stage of assessment that conclusions were reached regarding the sustainability and suitability of sites for allocation. As such, it was also concluded that this stage of the site assessment process did not require updating.
- 9.35. **Stage 2a of the Site Assessment process** involved consideration of the performance of sites against relevant SA Objectives identified through the SA Scoping Report. These SA Objectives are considered appropriate to assess the sustainability of sites to accommodate the needs of Shropshire and any contribution to the Black Country.
- 9.36. The conclusion of **Stage 2a of the site assessment process** involved calculating an overall score for each site, based on performance against all identified SA objectives. Sites were then allocated a category, either 'Good', 'Fair' or 'Poor', through comparison to other sites at the relevant settlement. This was then considered as part of the wider site assessment process.
- 9.37. It is considered the process to calculate an overall score for each site and the principle of allocating each site to a category based on comparison to other relevant sites also remains appropriate when assessing the sustainability of sites to accommodate the needs of Shropshire and any contribution to the Black Country.
- 9.38. However, to allow for comparison across the entirety of the assessment geography (and therefore between all reasonable options for accommodating all or part of the proposed contribution to the unmet housing and employment land needs forecast to arise within the Black Country), a targeted update of the **Stage 2a Site Assessment process** will be undertaken.
- 9.39. This update will allocate each site a category of either 'Good', 'Fair' or 'Poor', through comparison to other sites within the relevant assessment geography identified. This alongside the category allocated on a settlement basis, will be considered as part of the wider site assessment process. In this way, it will inform the identification of appropriate site(s) to accommodate proposed contributions to the unmet needs forecast to arise in the Black Country.

- 9.40. **Stage 2b of the site assessment process** involved a ‘filter’ of sites based on availability, size and strategic suitability. When undertaking this screening, no specific consideration was given to the potential scale of development need in any location. As such, it is considered that this process remains relevant and appropriate for consideration of sites to accommodate the needs of Shropshire and any contribution to the Black Country and did not require updating.
- 9.41. **Stage 3 of the SA and site assessment process** was the point at which detailed consideration of sites that progressed through initial screening was undertaken. It was also at this stage that conclusions regarding proposed allocations were reached.
- 9.42. As such, it is considered that this stage is the most appropriate to consider suitability to accommodate / contribute towards accommodation of the proposed 1,500 dwelling and 30ha of employment land towards the unmet needs forecast to arise within the Black Country and ultimately to identify the site(s) to accommodate these proposed contributions. **Stage 3 of the SA and site assessment process will therefore be subject to a comprehensive update.**
- 9.43. Therefore, the additional SA and site assessment work required was focused within **Stage 2a of the Site Assessment and Stage 3 of the Site Assessment process.**

#### **Targeted Update to the Stage 2a Site Assessment process**

- 9.44. The SA Objectives utilised within the SA process to assess the sustainability of sites to meet the needs of Shropshire were considered equally appropriate to assess the sustainability of sites to accommodate all or part of the proposed contribution to the unmet needs forecast to arise in the Black Country.
- 9.45. Similarly, the principle of and process undertaken to allocate each site an overall ‘score’ and allocate a category, either ‘Good’, ‘Fair’ or ‘Poor’, through comparison to other sites was also considered appropriate.
- 9.46. However, to allow for comparison across the entirety of the assessment geography (and therefore between all reasonable options for accommodating all or part of the proposed contribution to the unmet housing and employment land needs forecast to arise within the Black Country), a targeted update of the **Stage 2a Site Assessment process** was required.
- 9.47. This update allocated each site a category of either ‘Good’, ‘Fair’ or ‘Poor’, through comparison to other sites within the relevant assessment geography identified.
- 9.48. Please Note: As this categorisation occurred over a different geography to that utilised when comparing sites in the context of the relevant settlement (or when comparing potential strategic sites / settlements), in some instances sites were allocated to a differing categories across the two process. This is to be expected, given the differing geographies and the differing purposes – accommodating the development needs of a specific settlement and contributing to meeting the needs of Shropshire, compared

with accommodating all or part of the proposed contribution to the unmet needs forecast to arise within the Black Country.

9.49. The results of this exercise, alongside the category allocated on a settlement basis, will be considered as part of the wider site assessment process. In this way, it will inform the identification of appropriate site(s) to accommodate proposed contributions to the unmet needs forecast to arise in the Black Country.

**Updating the Stage 3 Site Assessment process**

9.50. To allow for the Stage 3 Site Assessment process to effectively consider the sites that constitute reasonable options to accommodate all or part of the proposed contribution to the unmet needs forecast to arise within the Black Country, it was concluded that three further specific factors required consideration, these being:

- a. The results of the targeted update to the Stage 2a site assessment;
- b. Relationship of the site and where appropriate the associated settlement to the Black Country; and
- c. Potential of the site to accommodate all or part of the proposed contribution to the Black Country.

9.51. Other strategic factors related to the suitability and appropriateness of a site accommodating all or part of the proposed contribution to the Black Country were addressed as part of the wider strategic considerations.

9.52. These factors alongside other factors considered within the site assessment process then ultimately informed the decision regarding which sites are proposed to accommodate all or part of the proposed contributions to the unmet needs forecast to arise within the Black Country and equally which sites are not proposed to accommodate all or part of the proposed contribution to the unmet needs forecast to arise within the Black Country.

**Summary of the Additional SA and Site Assessment Work**

9.53. **The Updated Stage 2a SA and Site Assessment work and the Updated Stage 3 Site Assessments form Appendices 1-10 of this Additional SA Report.**

9.54. Appendix 1 of this Additional SA Report provides the updated Stage 2a housing Assessments, for all the relevant settlements and the identified potential strategic settlements/sites. A summary of the results of this updated assessment is provided within Table 9.1:

**Table 9.1: Summary of the Conclusions of the Stage 2a Housing Site Assessments**

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Albrighton	ALB002	Good	Fair
Albrighton	ALB003	Good	Good

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Albrighton	ALB005	Good	Good
Albrighton	ALB007	Good	Good
Albrighton	ALB008	Good	Good
Albrighton	ALB009	Fair	Fair
Albrighton	ALB010	Poor	Fair
Albrighton	ALB013	Good	Good
Albrighton	ALB014	Good	Good
Albrighton	ALB015	Poor	Fair
Albrighton	ALB016	Poor	Fair
Albrighton	ALB017	Fair	Fair
Albrighton	ALB018	Good	Good
Albrighton	ALB019	Poor	Fair
Albrighton	ALB020	Poor	Fair
Albrighton	ALB021	Poor	Fair
Albrighton	ALB022	Poor	Fair
Albrighton	ALB023	Good	Fair
Albrighton	ALB024	Poor	Fair
Albrighton	P32a	Good	Fair
Albrighton	P32b	Fair	Fair
Albrighton	P32c	Fair	Fair
Albrighton	P35	Fair	Fair
Albrighton	P36a	Fair	Fair
Albrighton	P36b	Good	Good
Albrighton	P37a	Poor	Fair
Albrighton	P37b	Poor	Fair
Albrighton	P38	Fair	Fair
Albrighton	P39	Poor	Fair
Albrighton	ALB017 & ALB021	Fair	Fair

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Bridgnorth	BRD001	Good	Good
Bridgnorth	BRD003	Good	Good
Bridgnorth	BRD005	Fair	Fair
Bridgnorth	BRD006	Fair	Fair
Bridgnorth	BRD006a	Fair	Fair
Bridgnorth	BRD007X	Fair	Fair
Bridgnorth	BRD011	Fair	Fair
Bridgnorth	BRD012	Fair	Good
Bridgnorth	BRD014	Fair	Fair
Bridgnorth	BRD015X	Fair	Fair
Bridgnorth	BRD016	Poor	Fair



<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Bridgnorth	BRD017	Fair	Fair
Bridgnorth	BRD018X	Fair	Good
Bridgnorth	BRD019	Fair	Fair
Bridgnorth	BRD019a	Fair	Fair
Bridgnorth	BRD021	Fair	Fair
Bridgnorth	BRD022	Fair	Good
Bridgnorth	BRD023	Fair	Good
Bridgnorth	BRD024	Fair	Good
Bridgnorth	BRD025	Fair	Good
Bridgnorth	BRD026	Fair	Fair
Bridgnorth	BRD027	Good	Good
Bridgnorth	BRD028	Fair	Fair
Bridgnorth	BRD030	Fair	Fair
Bridgnorth	BRD031	Poor	Fair
Bridgnorth	BRD032	Fair	Fair
Bridgnorth	ODY001	Poor	Fair
Bridgnorth	ODY002	Poor	Fair
Bridgnorth	ODY004	Poor	Fair
Bridgnorth	ODY007	Fair	Fair
Bridgnorth	ODY008	Poor	Fair
Bridgnorth	ODY009	Poor	Poor
Bridgnorth	ODY010	Poor	Fair
Bridgnorth	ODY011X	Poor	Fair
Bridgnorth	P52	Poor	Poor
Bridgnorth	P53a	Poor	Fair
Bridgnorth	P53b	Poor	Poor
Bridgnorth	P54	Poor	Fair
Bridgnorth	P55	Fair	Fair
Bridgnorth	P56	Fair	Fair
Bridgnorth	P58a	Fair	Fair
Bridgnorth	P58b	Fair	Fair
Bridgnorth	P59	Fair	Fair
Bridgnorth	P61	Poor	Poor
Bridgnorth	P62	Poor	Fair
Bridgnorth	P63	Poor	Poor
Bridgnorth	STC001	Fair	Fair
Bridgnorth	STC002	Fair	Fair
Bridgnorth	STC003	Fair	Fair
Bridgnorth	STC004	Fair	Fair
Bridgnorth	STC005	Fair	Fair
Bridgnorth	STC006	Fair	Fair

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Broseley	BEH001	Fair	Fair
Broseley	BEH002	Fair	Fair
Broseley	BEH003X	Fair	Fair
Broseley	BEH006	Fair	Fair
Broseley	BEH007	Fair	Fair
Broseley	BEH008	Fair	Fair
Broseley	BRO004	Good	Good
Broseley	BRO006X	Fair	Fair
Broseley	BRO007	Good	Good
Broseley	BRO010	Good	Good
Broseley	BRO011	Poor	Poor
Broseley	BRO012	Good	Good
Broseley	BRO014	Poor	Poor
Broseley	BRO015	Good	Good
Broseley	BRO020	Good	Good
Broseley	BRO021	Fair	Fair
Broseley	BRO022	Good	Good
Broseley	BRO024	Fair	Fair
Broseley	BRO026	Fair	Fair
Broseley	BRO027	Good	Good
Broseley	BRO028X	Good	Good
Broseley	BRO029	Good	Good
Broseley	BRO030	Fair	Fair
Broseley	BRO031	Fair	Fair
Broseley	BRO032	Poor	Poor
Broseley	BRO033	Poor	Poor
Broseley	BRO034	Poor	Fair
Broseley	BRO035X	Good	Good
Broseley	BRO036	Fair	Fair
Broseley	BRO037	Good	Good
Broseley	BRO038	Fair	Fair
Broseley	BRO039	Good	Good
Broseley	BRO040	Fair	Fair
Broseley	BRO041	Fair	Fair
Broseley	BRO042	Fair	Fair
Broseley	BRO043	Fair	Fair
Broseley	JKD001	Poor	Poor
Broseley	JKD002	Poor	Poor
Broseley	JKD003	Poor	Fair
Broseley	JKD004	Fair	Fair
Broseley	JKD004VAR	Poor	Fair

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Highley	HNN001	Fair	Fair
Highley	HNN002	Fair	Good
Highley	HNN003X	Good	Good
Highley	HNN004	Fair	Good
Highley	HNN006	Fair	Good
Highley	HNN008	Fair	Fair
Highley	HNN009	Fair	Fair
Highley	HNN010	Good	Good
Highley	HNN010a	Fair	Fair
Highley	HNN010b	Fair	Good
Highley	HNN012X	Good	Good
Highley	HNN013	Fair	Fair
Highley	HNN014	Good	Good
Highley	HNN015	Fair	Fair
Highley	HNN016	Good	Good
Highley	HNN017	Fair	Fair
Highley	HNN018	Poor	Fair
Highley	HNN019	Fair	Fair
Highley	HNN021	Poor	Fair
Highley	HNN023	Fair	Good
Highley	HNN025	Fair	Good
Highley	HNN026	Fair	Good

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Much Wenlock	MUW001	Fair	Fair
Much Wenlock	MUW002	Good	Good
Much Wenlock	MUW003	Good	Good
Much Wenlock	MUW006	Good	Good
Much Wenlock	MUW007	Good	Good
Much Wenlock	MUW008	Good	Good
Much Wenlock	MUW009	Good	Good
Much Wenlock	MUW010	Poor	Fair
Much Wenlock	MUW011	Poor	Fair
Much Wenlock	MUW012	Fair	Fair
Much Wenlock	MUW012VAR	Fair	Fair
Much Wenlock	MUW013	Poor	Fair
Much Wenlock	MUW014	Poor	Fair
Much Wenlock	MUW015	Good	Good
Much Wenlock	MUW016	Fair	Fair
Much Wenlock	MUW016VAR	Good	Good
Much Wenlock	MUW017	Fair	Fair

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Shifnal	P10	Fair	Fair
Shifnal	P14	Fair	Fair
Shifnal	P15a	Poor	Poor
Shifnal	P15b	Poor	Poor
Shifnal	P16	Fair	Fair
Shifnal	P17a	Fair	Fair
Shifnal	P17b	Fair	Fair
Shifnal	SHF004	Good	Fair
Shifnal	SHF005	Good	Good
Shifnal	SHF007	Poor	Fair
Shifnal	SHF009	Good	Good
Shifnal	SHF013	Good	Fair
Shifnal	SHF015	Fair	Fair
Shifnal	SHF016	Good	Fair
Shifnal	SHF017	Good	Fair
Shifnal	SHF018a	Fair	Fair
Shifnal	SHF018b	Poor	Fair
Shifnal	SHF018c	Good	Fair
Shifnal	SHF018d	Poor	Fair
Shifnal	SHF019	Fair	Fair
Shifnal	SHF019VAR	Fair	Fair
Shifnal	SHF021	Fair	Fair
Shifnal	SHF022	Fair	Fair
Shifnal	SHF023	Fair	Fair
Shifnal	SHF024	Poor	Poor
Shifnal	SHF025	Good	Fair
Shifnal	SHF026	Poor	Fair
Shifnal	SHF027	Good	Good
Shifnal	SHF028	Good	Fair
Shifnal	SHF029	Fair	Fair
Shifnal	SHF032	Good	Fair
Shifnal	SHF033	Good	Fair
Shifnal	SHF034	Good	Fair
Shifnal	SHF035	Fair	Fair
Shifnal	SHF037	Good	Fair
Shifnal	SHF015 & SHF029	Fair	Fair
Shifnal	SHF018b & SHF018d	Poor	Fair
Shifnal	SHF022 & SHF023 (part)	Fair	Fair

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Shrewsbury	BES001X	Poor	Fair
Shrewsbury	BES002	Poor	Fair

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Shrewsbury	BES003	Fair	Good
Shrewsbury	BIT026	Fair	Fair
Shrewsbury	GVH001X	Poor	Poor
Shrewsbury	SHR001X	Good	Good
Shrewsbury	SHR002	Fair	Fair
Shrewsbury	SHR003	Good	Good
Shrewsbury	SHR004	Good	Good
Shrewsbury	SHR005	Fair	Fair
Shrewsbury	SHR006	Good	Good
Shrewsbury	SHR007	Good	Good
Shrewsbury	SHR008	Good	Good
Shrewsbury	SHR011	Good	Good
Shrewsbury	SHR012	Good	Good
Shrewsbury	SHR014	Fair	Fair
Shrewsbury	SHR015	Good	Good
Shrewsbury	SHR016	Good	Good
Shrewsbury	SHR019	Fair	Fair
Shrewsbury	SHR020	Good	Good
Shrewsbury	SHR021X	Fair	Fair
Shrewsbury	SHR022X	Good	Good
Shrewsbury	SHR023	Fair	Fair
Shrewsbury	SHR025	Poor	Fair
Shrewsbury	SHR026	Poor	Fair
Shrewsbury	SHR027	Poor	Poor
Shrewsbury	SHR031	Poor	Fair
Shrewsbury	SHR032	Fair	Fair
Shrewsbury	SHR033X	Good	Good
Shrewsbury	SHR035	Good	Good
Shrewsbury	SHR036X	Good	Good
Shrewsbury	SHR037	Good	Good
Shrewsbury	SHR038	Fair	Good
Shrewsbury	SHR039X	Good	Good
Shrewsbury	SHR040	Fair	Good
Shrewsbury	SHR041X	Fair	Fair
Shrewsbury	SHR042	Fair	Fair
Shrewsbury	SHR043X	Good	Good
Shrewsbury	SHR044	Poor	Fair
Shrewsbury	SHR046	Poor	Fair
Shrewsbury	SHR053	Good	Good
Shrewsbury	SHR054a	Fair	Good
Shrewsbury	SHR054b	Fair	Fair
Shrewsbury	SHR054c	Fair	Fair
Shrewsbury	SHR055	Fair	Fair

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Shrewsbury	SHR056	Poor	Fair
Shrewsbury	SHR057	Fair	Good
Shrewsbury	SHR058	Poor	Fair
Shrewsbury	SHR059X	Fair	Fair
Shrewsbury	SHR060	Fair	Good
Shrewsbury	SHR063	Fair	Fair
Shrewsbury	SHR064	Fair	Good
Shrewsbury	SHR065	Fair	Fair
Shrewsbury	SHR066	Fair	Fair
Shrewsbury	SHR067	Good	Good
Shrewsbury	SHR074	Good	Good
Shrewsbury	SHR075X	Fair	Good
Shrewsbury	SHR076	Fair	Fair
Shrewsbury	SHR077	Good	Good
Shrewsbury	SHR080	Fair	Fair
Shrewsbury	SHR081	Fair	Fair
Shrewsbury	SHR083	Good	Good
Shrewsbury	SHR084	Good	Good
Shrewsbury	SHR085	Fair	Fair
Shrewsbury	SHR086	Good	Good
Shrewsbury	SHR088	Good	Good
Shrewsbury	SHR090X	Fair	Good
Shrewsbury	SHR093	Fair	Good
Shrewsbury	SHR096	Fair	Fair
Shrewsbury	SHR099	Fair	Fair
Shrewsbury	SHR100	Poor	Fair
Shrewsbury	SHR101X	Fair	Fair
Shrewsbury	SHR103	Good	Good
Shrewsbury	SHR104	Poor	Fair
Shrewsbury	SHR105	Fair	Fair
Shrewsbury	SHR106	Fair	Fair
Shrewsbury	SHR109	Poor	Fair
Shrewsbury	SHR110	Fair	Fair
Shrewsbury	SHR111	Fair	Fair
Shrewsbury	SHR115	Fair	Fair
Shrewsbury	SHR116	Fair	Fair
Shrewsbury	SHR117	Fair	Fair
Shrewsbury	SHR120	Good	Good
Shrewsbury	SHR121	Good	Good
Shrewsbury	SHR123	Fair	Good
Shrewsbury	SHR124X	Good	Good
Shrewsbury	SHR126	Good	Good
Shrewsbury	SHR127	Good	Good

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Shrewsbury	SHR131	Good	Good
Shrewsbury	SHR132	Fair	Fair
Shrewsbury	SHR134	Fair	Fair
Shrewsbury	SHR137X	Good	Good
Shrewsbury	SHR138X	Fair	Fair
Shrewsbury	SHR139	Good	Good
Shrewsbury	SHR140	Fair	Fair
Shrewsbury	SHR141X	Good	Good
Shrewsbury	SHR142	Poor	Fair
Shrewsbury	SHR143X	Poor	Fair
Shrewsbury	SHR144X	Fair	Fair
Shrewsbury	SHR145	Fair	Good
Shrewsbury	SHR146	Good	Good
Shrewsbury	SHR147	Good	Good
Shrewsbury	SHR148	Fair	Fair
Shrewsbury	SHR149	Poor	Fair
Shrewsbury	SHR150	Good	Good
Shrewsbury	SHR154	Fair	Fair
Shrewsbury	SHR157	Poor	Fair
Shrewsbury	SHR157VAR	Poor	Fair
Shrewsbury	SHR158	Fair	Fair
Shrewsbury	SHR159	Good	Good
Shrewsbury	SHR160	Poor	Poor
Shrewsbury	SHR161	Fair	Fair
Shrewsbury	SHR162	Fair	Fair
Shrewsbury	SHR163	Fair	Good
Shrewsbury	SHR164	Poor	Poor
Shrewsbury	SHR165	Good	Good
Shrewsbury	SHR166	Fair	Fair
Shrewsbury	SHR167	Fair	Fair
Shrewsbury	SHR168	Fair	Good
Shrewsbury	SHR169	Poor	Fair
Shrewsbury	SHR170	Poor	Fair
Shrewsbury	SHR171	Good	Good
Shrewsbury	SHR172	Fair	Good
Shrewsbury	SHR173	Fair	Fair
Shrewsbury	SHR174	Fair	Fair
Shrewsbury	SHR175	Fair	Fair
Shrewsbury	SHR176	Fair	Fair
Shrewsbury	SHR177	Good	Good
Shrewsbury	SHR178	Fair	Fair
Shrewsbury	SHR179	Good	Good
Shrewsbury	SHR180	Good	Good

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Shrewsbury	SHR181	Fair	Good
Shrewsbury	SHR182	Fair	Fair
Shrewsbury	SHR183	Fair	Good
Shrewsbury	SHR184x	Fair	Fair
Shrewsbury	SHR185	Fair	Fair
Shrewsbury	SHR186	Fair	Fair
Shrewsbury	SHR187	Fair	Fair
Shrewsbury	SHR188	Poor	Fair
Shrewsbury	SHR189	Fair	Fair
Shrewsbury	SHR190	Fair	Fair
Shrewsbury	SHR191	Poor	Fair
Shrewsbury	SHR192	Poor	Fair
Shrewsbury	SHR193	Poor	Fair
Shrewsbury	SHR194	Fair	Fair
Shrewsbury	SHR195	Poor	Fair
Shrewsbury	SHR196	Fair	Fair
Shrewsbury	SHR197	Fair	Fair
Shrewsbury	SHR197VAR	Fair	Fair
Shrewsbury	SHR198	Poor	Poor
Shrewsbury	SHR199	Poor	Fair
Shrewsbury	SHR200	Good	Good
Shrewsbury	SHR201	Poor	Fair
Shrewsbury	SHR203	Fair	Fair
Shrewsbury	SHR204	Poor	Fair
Shrewsbury	SHR205	Poor	Fair
Shrewsbury	SHR206	Fair	Fair
Shrewsbury	SHR207	Fair	Fair
Shrewsbury	SHR208	Fair	Fair
Shrewsbury	SHR209	Poor	Fair
Shrewsbury	SHR210	Fair	Fair
Shrewsbury	SHR211	Good	Good
Shrewsbury	SHR212	Fair	Fair
Shrewsbury	SHR213	Fair	Fair
Shrewsbury	SHR215	Poor	Fair
Shrewsbury	SHR216	Poor	Poor
Shrewsbury	SHR217	Good	Good
Shrewsbury	SHR218	Fair	Fair
Shrewsbury	SHR219	Fair	Fair
Shrewsbury	SHR221	Fair	Fair
Shrewsbury	SHR222	Poor	Poor
Shrewsbury	SHR223	Poor	Fair
Shrewsbury	SHR224	Fair	Fair
Shrewsbury	SHR225	Fair	Fair



<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Shrewsbury	SLC002	Poor	Fair
Shrewsbury	SLC003	Poor	Fair
Shrewsbury	UFF001	Poor	Fair
Shrewsbury	UFF002	Poor	Fair
Shrewsbury	UFF003X	Poor	Fair
Shrewsbury	UFF004	Poor	Fair
Shrewsbury	UFF005	Poor	Fair
Shrewsbury	UFF006	Poor	Fair
Shrewsbury	UFF007	Poor	Fair
Shrewsbury	UFF008	Poor	Fair
Shrewsbury	SHR057 & SHR177	Good	Good
Shrewsbury	SHR060, SHR158 & SHR161	Fair	Fair

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Potential Strategic Site	ALB018	Good	Good
Potential Strategic Site	BAY003	Fair	Fair
Potential Strategic Site	BNT002	Fair	Poor
Potential Strategic Site	BRD011	Fair	Fair
Potential Strategic Site	BRD030	Fair	Fair
Potential Strategic Site	BRD032	Good	Fair
Potential Strategic Site	BWU001	Fair	Fair
Potential Strategic Site	HDL017	Good	Good
Potential Strategic Site	HNN026	Good	Good
Potential Strategic Site	IRN001	Poor	Poor
Potential Strategic Site	LUD004	Fair	Fair
Potential Strategic Site	LUD041	Good	Fair
Potential Strategic Site	Madeley	Good	Fair
Potential Strategic Site	MDR042 Amended	Good	Fair
Potential Strategic Site	MDR046	Fair	Fair
Potential Strategic Site	MDR049	Fair	Fair
Potential Strategic Site	MOR012	Good	Good
Potential Strategic Site	OSW060	Good	Good
Potential Strategic Site	P10	Fair	Fair
Potential Strategic Site	P16	Fair	Fair
Potential Strategic Site	P17a	Fair	Fair
Potential Strategic Site	P17b	Fair	Fair
Potential Strategic Site	P26	Poor	Poor
Potential Strategic Site	P26 amended	Poor	Poor
Potential Strategic Site	P26 AmendedV2	Poor	Poor
Potential Strategic Site	P28	Fair	Fair
Potential Strategic Site	P28 & parts of P30 &P40	Fair	Fair

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Potential Strategic Site	P28 and parts of CFD001, P30 and P40	Fair	Fair
Potential Strategic Site	P29	Poor	Poor
Potential Strategic Site	P30	Fair	Fair
Potential Strategic Site	P35	Good	Fair
Potential Strategic Site	P36b	Good	Fair
Potential Strategic Site	P40	Fair	Fair
Potential Strategic Site	P53b	Fair	Poor
Potential Strategic Site	P54	Fair	Fair
Potential Strategic Site	P56	Fair	Fair
Potential Strategic Site	P59	Fair	Fair
Potential Strategic Site	P61	Poor	Poor
Potential Strategic Site	P63	Poor	Poor
Potential Strategic Site	RED006	Fair	Fair
Potential Strategic Site	RUY020	Good	Good
Potential Strategic Site	SHF017	Good	Fair
Potential Strategic Site	SHF018c	Good	Fair
Potential Strategic Site	SHF018d	Fair	Fair
Potential Strategic Site	SHF024	Poor	Poor
Potential Strategic Site	SHF034	Good	Good
Potential Strategic Site	SHF035	Fair	Fair
Potential Strategic Site	SHF037	Fair	Fair
Potential Strategic Site	SHH002	Fair	Poor
Potential Strategic Site	SHR057	Good	Good
Potential Strategic Site	SHR058	Fair	Fair
Potential Strategic Site	SHR105	Fair	Fair
Potential Strategic Site	SHR109	Fair	Fair
Potential Strategic Site	SHR157	Fair	Fair
Potential Strategic Site	SHR157 VAR	Poor	Poor
Potential Strategic Site	SHR158	Fair	Fair
Potential Strategic Site	SHR166	Fair	Fair
Potential Strategic Site	SHR174	Fair	Fair
Potential Strategic Site	SHR176	Good	Fair
Potential Strategic Site	SHR181	Good	Good
Potential Strategic Site	SHR190	Good	Fair
Potential Strategic Site	SHR192	Fair	Fair
Potential Strategic Site	SHR196	Good	Fair
Potential Strategic Site	SHR197	Fair	Fair
Potential Strategic Site	SHR198	Poor	Poor
Potential Strategic Site	SHR219	Good	Fair
Potential Strategic Site	SHR225	Good	Fair
Potential Strategic Site	STC004	Good	Fair
Potential Strategic Site	WAH006	Fair	Fair
Potential Strategic Site	WIC010	Fair	Fair

Albrighton Settlement Range is 1 to -11; Good is 1 to -3; Fair is -4 to-7; Poor is -8 to-11  
 Bridgnorth Settlement Range is 7 to -15; Good is 7 to 0; Fair is -1 to -8; Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18; Good is 5 to -2; Fair is -3 to -10; Poor is -11 to -18  
 Highley Settlement Range is 5 to -11; Good is 5 to 0; Fair is -1 to-6; Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11; Good is 1 to -3; Fair is -4 to -7; Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15; Good is -1 to -5; Fair is -6 to -10; Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15; Good is 6 to -1; Fair is -2 to -8; Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21; Good is 2 to -5; Fair is -6 to -13; Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21; Good is 7 to -2; Fair is -3 to -12; Poor is -13 to -21

9.55. Appendix 2 of this Additional SA Report provides the updated Stage 2a employment Assessments, for all the relevant settlements and the identified potential strategic settlements/sites. A summary of the results of this updated assessment is provided within Table 9.2:

**Table 9.2: Summary of the Conclusions of the Stage 2a Employment Site Assessments**

Settlement:	Site Ref:	Overall Settlement Sustainability Conclusion	Overall Black Country Contribution Sustainability Conclusion
Bridgnorth	BRD001	Good	Good
Bridgnorth	BRD003	Good	Good
Bridgnorth	BRD005	Fair	Fair
Bridgnorth	BRD006	Fair	Fair
Bridgnorth	BRD006a	Fair	Fair
Bridgnorth	BRD007X	Fair	Fair
Bridgnorth	BRD011	Fair	Fair
Bridgnorth	BRD012	Good	Good
Bridgnorth	BRD014	Fair	Fair
Bridgnorth	BRD015X	Fair	Fair
Bridgnorth	BRD016	Poor	Fair
Bridgnorth	BRD017	Fair	Good
Bridgnorth	BRD018X	Good	Good
Bridgnorth	BRD019	Fair	Good
Bridgnorth	BRD019a	Fair	Good
Bridgnorth	BRD021	Fair	Fair
Bridgnorth	BRD022	Fair	Fair
Bridgnorth	BRD023	Good	Good
Bridgnorth	BRD024	Good	Good
Bridgnorth	BRD025	Good	Good
Bridgnorth	BRD026	Fair	Fair
Bridgnorth	BRD027	Good	Good

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Bridgnorth	BRD028	Fair	Fair
Bridgnorth	BRD030	Fair	Fair
Bridgnorth	BRD031	Poor	Fair
Bridgnorth	BRD032	Fair	Fair
Bridgnorth	ODY001	Poor	Fair
Bridgnorth	ODY002	Poor	Fair
Bridgnorth	ODY004	Poor	Fair
Bridgnorth	ODY007	Fair	Fair
Bridgnorth	ODY008	Poor	Fair
Bridgnorth	ODY009	Poor	Poor
Bridgnorth	ODY010	Poor	Poor
Bridgnorth	ODY011X	Poor	Fair
Bridgnorth	P52	Poor	Poor
Bridgnorth	P53a	Poor	Fair
Bridgnorth	P53b	Poor	Fair
Bridgnorth	P54	Poor	Fair
Bridgnorth	P55	Fair	Fair
Bridgnorth	P56	Fair	Fair
Bridgnorth	P58a	Fair	Fair
Bridgnorth	P58b	Fair	Fair
Bridgnorth	P59	Fair	Fair
Bridgnorth	P61	Poor	Fair
Bridgnorth	P62	Poor	Fair
Bridgnorth	P63	Poor	Poor
Bridgnorth	STC001	Fair	Fair
Bridgnorth	STC002	Fair	Fair
Bridgnorth	STC003	Fair	Fair
Bridgnorth	STC004	Fair	Fair
Bridgnorth	STC005	Fair	Fair
Bridgnorth	STC006	Fair	Fair

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Shifnal	P10	Poor	Fair
Shifnal	P14	Good	Fair
Shifnal	P15a	Poor	Fair
Shifnal	P15b	Poor	Poor
Shifnal	P16	Fair	Fair
Shifnal	P17a	Fair	Fair
Shifnal	P17b	Fair	Fair

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Shifnal	SHF004	Fair	Fair
Shifnal	SHF005	Good	Fair
Shifnal	SHF007	Fair	Fair
Shifnal	SHF009	Good	Fair
Shifnal	SHF013	Good	Fair
Shifnal	SHF015	Good	Fair
Shifnal	SHF016	Good	Fair
Shifnal	SHF017	Good	Fair
Shifnal	SHF018a	Fair	Fair
Shifnal	SHF018b	Fair	Fair
Shifnal	SHF018c	Good	Fair
Shifnal	SHF018d	Fair	Fair
Shifnal	SHF019	Fair	Fair
Shifnal	SHF019VAR	Fair	Fair
Shifnal	SHF021	Fair	Fair
Shifnal	SHF022	Fair	Fair
Shifnal	SHF023	Fair	Fair
Shifnal	SHF024	Poor	Fair
Shifnal	SHF025	Fair	Fair
Shifnal	SHF026	Fair	Fair
Shifnal	SHF027	Good	Fair
Shifnal	SHF028	Good	Fair
Shifnal	SHF029	Fair	Fair
Shifnal	SHF032	Good	Fair
Shifnal	SHF033	Good	Fair
Shifnal	SHF034	Good	Fair
Shifnal	SHF035	Good	Fair
Shifnal	SHF037	Good	Fair
Shifnal	SHF018b & SHF018d	Fair	Fair

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Shrewsbury	BES001X	Poor	Fair
Shrewsbury	BES002	Poor	Fair
Shrewsbury	BES003	Good	Good
Shrewsbury	BIT026	Fair	Fair
Shrewsbury	GVH001X	Poor	Poor
Shrewsbury	SHR001X	Good	Good
Shrewsbury	SHR002	Fair	Fair
Shrewsbury	SHR003	Good	Good

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Shrewsbury	SHR004	Fair	Good
Shrewsbury	SHR005	Poor	Fair
Shrewsbury	SHR006	Good	Good
Shrewsbury	SHR007	Good	Good
Shrewsbury	SHR008	Good	Good
Shrewsbury	SHR011	Good	Good
Shrewsbury	SHR012	Good	Good
Shrewsbury	SHR014	Fair	Fair
Shrewsbury	SHR015	Fair	Good
Shrewsbury	SHR016	Good	Good
Shrewsbury	SHR019	Fair	Fair
Shrewsbury	SHR020	Good	Good
Shrewsbury	SHR021X	Fair	Fair
Shrewsbury	SHR022X	Fair	Fair
Shrewsbury	SHR023	Fair	Fair
Shrewsbury	SHR025	Poor	Fair
Shrewsbury	SHR026	Poor	Fair
Shrewsbury	SHR027	Poor	Fair
Shrewsbury	SHR031	Poor	Fair
Shrewsbury	SHR032	Fair	Fair
Shrewsbury	SHR033X	Fair	Good
Shrewsbury	SHR035	Good	Good
Shrewsbury	SHR036X	Good	Good
Shrewsbury	SHR037	Good	Good
Shrewsbury	SHR038	Fair	Good
Shrewsbury	SHR039X	Good	Good
Shrewsbury	SHR040	Fair	Good
Shrewsbury	SHR041X	Fair	Fair
Shrewsbury	SHR042	Fair	Fair
Shrewsbury	SHR043X	Good	Good
Shrewsbury	SHR044	Poor	Fair
Shrewsbury	SHR046	Poor	Fair
Shrewsbury	SHR053	Fair	Good
Shrewsbury	SHR054a	Fair	Fair
Shrewsbury	SHR054b	Poor	Fair
Shrewsbury	SHR054c	Fair	Fair
Shrewsbury	SHR055	Fair	Good
Shrewsbury	SHR056	Poor	Fair
Shrewsbury	SHR057	Fair	Good
Shrewsbury	SHR058	Poor	Fair
Shrewsbury	SHR059X	Fair	Fair

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Shrewsbury	SHR060	Fair	Good
Shrewsbury	SHR063	Fair	Fair
Shrewsbury	SHR064	Fair	Good
Shrewsbury	SHR065	Poor	Fair
Shrewsbury	SHR066	Fair	Fair
Shrewsbury	SHR067	Fair	Good
Shrewsbury	SHR074	Good	Good
Shrewsbury	SHR075X	Fair	Good
Shrewsbury	SHR076	Fair	Fair
Shrewsbury	SHR077	Good	Good
Shrewsbury	SHR080	Fair	Good
Shrewsbury	SHR081	Fair	Fair
Shrewsbury	SHR083	Good	Good
Shrewsbury	SHR084	Good	Good
Shrewsbury	SHR085	Fair	Fair
Shrewsbury	SHR086	Good	Good
Shrewsbury	SHR088	Good	Good
Shrewsbury	SHR090X	Fair	Good
Shrewsbury	SHR093	Fair	Good
Shrewsbury	SHR096	Fair	Fair
Shrewsbury	SHR099	Fair	Fair
Shrewsbury	SHR100	Poor	Fair
Shrewsbury	SHR101X	Fair	Fair
Shrewsbury	SHR103	Fair	Good
Shrewsbury	SHR104	Poor	Fair
Shrewsbury	SHR105	Fair	Fair
Shrewsbury	SHR106	Fair	Fair
Shrewsbury	SHR109	Poor	Poor
Shrewsbury	SHR110	Fair	Fair
Shrewsbury	SHR111	Poor	Fair
Shrewsbury	SHR115	Fair	Fair
Shrewsbury	SHR116	Fair	Fair
Shrewsbury	SHR117	Fair	Good
Shrewsbury	SHR120	Good	Good
Shrewsbury	SHR121	Good	Good
Shrewsbury	SHR123	Fair	Good
Shrewsbury	SHR124X	Fair	Good
Shrewsbury	SHR126	Fair	Good
Shrewsbury	SHR127	Good	Good
Shrewsbury	SHR131	Good	Good
Shrewsbury	SHR132	Fair	Fair

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Shrewsbury	SHR134	Fair	Fair
Shrewsbury	SHR137X	Fair	Good
Shrewsbury	SHR138X	Fair	Fair
Shrewsbury	SHR139	Good	Good
Shrewsbury	SHR140	Poor	Fair
Shrewsbury	SHR141X	Fair	Good
Shrewsbury	SHR142	Poor	Fair
Shrewsbury	SHR143X	Poor	Fair
Shrewsbury	SHR144X	Fair	Fair
Shrewsbury	SHR145	Good	Good
Shrewsbury	SHR146	Good	Good
Shrewsbury	SHR147	Good	Good
Shrewsbury	SHR148	Fair	Fair
Shrewsbury	SHR149	Poor	Fair
Shrewsbury	SHR150	Fair	Good
Shrewsbury	SHR154	Fair	Fair
Shrewsbury	SHR157	Poor	Fair
Shrewsbury	SHR157VAR	Poor	Fair
Shrewsbury	SHR158	Fair	Fair
Shrewsbury	SHR159	Fair	Good
Shrewsbury	SHR160	Poor	Fair
Shrewsbury	SHR161	Fair	Fair
Shrewsbury	SHR162	Fair	Fair
Shrewsbury	SHR163	Fair	Good
Shrewsbury	SHR164	Poor	Poor
Shrewsbury	SHR165	Good	Good
Shrewsbury	SHR166	Poor	Fair
Shrewsbury	SHR167	Fair	Fair
Shrewsbury	SHR168	Fair	Fair
Shrewsbury	SHR169	Poor	Fair
Shrewsbury	SHR170	Poor	Fair
Shrewsbury	SHR171	Good	Good
Shrewsbury	SHR172	Good	Good
Shrewsbury	SHR173	Fair	Fair
Shrewsbury	SHR174	Poor	Fair
Shrewsbury	SHR175	Fair	Fair
Shrewsbury	SHR176	Fair	Fair
Shrewsbury	SHR177	Good	Good
Shrewsbury	SHR178	Fair	Good
Shrewsbury	SHR179	Fair	Good
Shrewsbury	SHR180	Good	Good



<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Shrewsbury	SHR181	Fair	Good
Shrewsbury	SHR182	Fair	Fair
Shrewsbury	SHR183	Fair	Good
Shrewsbury	SHR184x	Fair	Fair
Shrewsbury	SHR185	Fair	Fair
Shrewsbury	SHR186	Fair	Fair
Shrewsbury	SHR187	Fair	Fair
Shrewsbury	SHR188	Poor	Fair
Shrewsbury	SHR189	Fair	Fair
Shrewsbury	SHR190	Fair	Fair
Shrewsbury	SHR191	Poor	Fair
Shrewsbury	SHR192	Poor	Fair
Shrewsbury	SHR193	Poor	Fair
Shrewsbury	SHR194	Fair	Fair
Shrewsbury	SHR195	Poor	Fair
Shrewsbury	SHR196	Fair	Fair
Shrewsbury	SHR197	Fair	Fair
Shrewsbury	SHR197VAR	Fair	Fair
Shrewsbury	SHR198	Poor	Poor
Shrewsbury	SHR199	Poor	Fair
Shrewsbury	SHR200	Fair	Good
Shrewsbury	SHR201	Poor	Fair
Shrewsbury	SHR203	Fair	Fair
Shrewsbury	SHR204	Poor	Fair
Shrewsbury	SHR205	Poor	Fair
Shrewsbury	SHR206	Fair	Good
Shrewsbury	SHR207	Fair	Fair
Shrewsbury	SHR208	Fair	Fair
Shrewsbury	SHR209	Poor	Fair
Shrewsbury	SHR210	Fair	Good
Shrewsbury	SHR211	Fair	Good
Shrewsbury	SHR212	Fair	Fair
Shrewsbury	SHR213	Fair	Fair
Shrewsbury	SHR215	Poor	Fair
Shrewsbury	SHR216	Poor	Poor
Shrewsbury	SHR217	Good	Good
Shrewsbury	SHR218	Fair	Good
Shrewsbury	SHR219	Fair	Fair
Shrewsbury	SHR221	Fair	Fair
Shrewsbury	SHR222	Poor	Poor
Shrewsbury	SHR223	Poor	Fair

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Shrewsbury	SHR224	Poor	Fair
Shrewsbury	SHR225	Fair	Fair
Shrewsbury	SLC002	Poor	Fair
Shrewsbury	SLC003	Poor	Fair
Shrewsbury	UFF001	Poor	Fair
Shrewsbury	UFF002	Poor	Fair
Shrewsbury	UFF003X	Poor	Fair
Shrewsbury	UFF004	Poor	Fair
Shrewsbury	UFF005	Poor	Fair
Shrewsbury	UFF006	Poor	Fair
Shrewsbury	UFF007	Poor	Fair
Shrewsbury	UFF008	Poor	Fair
Shrewsbury	SHR060, SHR158 &SHR161	Fair	Fair

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Potential Strategic Site	ALB018	Good	Good
Potential Strategic Site	BAY003	Good	Fair
Potential Strategic Site	BNT002	Fair	Fair
Potential Strategic Site	BRD011	Good	Fair
Potential Strategic Site	BRD030	Fair	Fair
Potential Strategic Site	BRD032	Good	Fair
Potential Strategic Site	BWU001	Fair	Fair
Potential Strategic Site	HNN026	Good	Fair
Potential Strategic Site	HDL017	Good	Good
Potential Strategic Site	IRN001	Poor	Poor
Potential Strategic Site	LUD004	Good	Fair
Potential Strategic Site	LUD041	Good	Fair
Potential Strategic Site	Madeley	Good	Fair
Potential Strategic Site	MDR042 Amended	Good	Fair
Potential Strategic Site	MDR046	Fair	Fair
Potential Strategic Site	MDR049	Fair	Fair
Potential Strategic Site	MOR012	Good	Good
Potential Strategic Site	OSW060	Good	Good
Potential Strategic Site	P10	Fair	Fair
Potential Strategic Site	P16	Fair	Fair
Potential Strategic Site	P17a	Fair	Fair
Potential Strategic Site	P17b	Fair	Fair
Potential Strategic Site	P26	Poor	Poor
Potential Strategic Site	P26 amended	Poor	Poor

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Potential Strategic Site	P26 AmendedV2	Poor	Poor
Potential Strategic Site	P28	Good	Fair
Potential Strategic Site	P28 & parts of P30 &P40	Fair	Fair
Potential Strategic Site	P28 and parts of CFD001, P30 and P40	Fair	Fair
Potential Strategic Site	P29	Poor	Poor
Potential Strategic Site	P30	Good	Fair
Potential Strategic Site	P35	Good	Fair
Potential Strategic Site	P36b	Good	Fair
Potential Strategic Site	P40	Fair	Fair
Potential Strategic Site	P53b	Fair	Fair
Potential Strategic Site	P54	Fair	Fair
Potential Strategic Site	P56	Fair	Fair
Potential Strategic Site	P59	Fair	Fair
Potential Strategic Site	P61	Fair	Poor
Potential Strategic Site	P63	Poor	Poor
Potential Strategic Site	RED006	Fair	Fair
Potential Strategic Site	RUY020	Good	Fair
Potential Strategic Site	SHF017	Good	Fair
Potential Strategic Site	SHF018c	Good	Fair
Potential Strategic Site	SHF018d	Fair	Fair
Potential Strategic Site	SHF024	Fair	Poor
Potential Strategic Site	SHF034	Good	Good
Potential Strategic Site	SHF035	Good	Fair
Potential Strategic Site	SHF037	Fair	Fair
Potential Strategic Site	SHH002	Fair	Fair
Potential Strategic Site	SHR057	Good	Good
Potential Strategic Site	SHR058	Fair	Fair
Potential Strategic Site	SHR105	Good	Fair
Potential Strategic Site	SHR109	Fair	Poor
Potential Strategic Site	SHR157	Fair	Fair
Potential Strategic Site	SHR157 VAR	Fair	Poor
Potential Strategic Site	SHR158	Good	Fair
Potential Strategic Site	SHR166	Fair	Fair
Potential Strategic Site	SHR174	Fair	Fair
Potential Strategic Site	SHR176	Good	Fair
Potential Strategic Site	SHR181	Good	Good
Potential Strategic Site	SHR190	Good	Fair
Potential Strategic Site	SHR192	Fair	Fair
Potential Strategic Site	SHR196	Good	Fair
Potential Strategic Site	SHR197	Good	Fair
Potential Strategic Site	SHR198	Fair	Poor

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Potential Strategic Site	SHR219	Good	Fair
Potential Strategic Site	SHR225	Fair	Fair
Potential Strategic Site	STC004	Good	Fair
Potential Strategic Site	WAH006	Fair	Fair
Potential Strategic Site	WIC010	Fair	Fair

*Bridgnorth Settlement Range is 5 to -14; Good is 5 to -1; Fair is -2 to -8; Poor is -9 to -14*

*Shifnal Settlement Range is -3 to -13; Good is -3 to -6; Fair is -7 to -10; Poor is -11 to -13*

*Shrewsbury Settlement Range is 6 to -12; Good is 6 to 0; Fair is -1 to -6; Poor is -7 to -12*

*Strategic Settlements / Strategic Sites Range 0 to -19; Good is 0 to -6; Fair is -7 to -13; Poor is -14 to -19*

*Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19; Good is 6 to -2; Fair is -3 to -11; Poor is -12 to -19*

- 9.56. Appendices 3-10 of this Additional SA Report consist of the updated Stage 3 Assessments for each of the relevant settlements and the identified potential strategic settlements/sites.
- 9.57. The decision regarding the sites appropriate to identify as sites to accommodate all or part of the proposed contributions to the unmet needs forecast to arise within the Black Country and the quantity of proposed contribution that should be accommodated upon them, were ultimately ones of professional judgement. This is comparable to the process undertaken when identifying sites to accommodate all or part of the proposed settlement housing guideline and overarching housing requirement.
- 9.58. This professional judgement was directly informed by the targeted updated to Stage 2a of the site assessment process; and the two additional factors considered regarding the relationship of each site (and where appropriate the associated settlement) to the Black Country and the potential of the site to accommodate all or part of the proposed contribution to the Black Country, within Stage 3 of the site assessment process. It was also directly informed by the other factors considered within the entirety of the site assessment process.
- 9.59. The reasoning for decisions is explained within the Updated Stage 3 Site Assessments, which form Appendices 3-10 of this Additional SA Report.
- 9.60. In summary, following the completion of the targeted Update to the Stage 2a SA and Site Assessments and the Updated Stage 3 SA and Site Assessments, a series of sites have been identified to accommodate the proposed contributions of 1,500 dwellings and 30ha of employment land towards unmet needs forecast to arise within the Black Country. These sites and a brief summary of the reasons for their identification are documented within Table 9.3.

- 9.61. It is apparent that these sites constitute existing proposed allocations within the draft Shropshire Local Plan. This is perhaps unsurprising as these proposed allocations were themselves informed by a proportionate and robust site assessment process, which was reviewed and updated as part of this process.
- 9.62. The Updated Stage 3 Site Assessments demonstrate that these proposed allocations are sustainable and appropriate locations for development when specifically considered in the context of the ability to accommodate all or part of the proposed contribution to the unmet needs of the Black Country.
- 9.63. They also demonstrate that these proposed allocations would have been identified whether considered specifically to meet the needs of Shropshire or to specifically provide a contribution to the unmet development needs of the Black Country from the outset.
- 9.64. In effect, the Updated Stage 3 Site Assessments endorse previous conclusions regarding the sustainability of these proposed site allocations and demonstrate that these proposed allocations are considered suitable and sustainable when considered specifically to meet the needs of Shropshire and when considered to accommodate all or part of the proposed contribution to the unmet needs of the Black Country.

**Table 9.3: Sites Identified Through the Site Assessment Process to Accommodate Proposed Contributions to Unmet Needs Forecast to Arise in the Black Country**

Site Reference	Site Name	Specific Policy	Total Capacity	Black Country Contribution	Summary
BRD030	Tasley Garden Village, Bridgnorth	S3.1	1,050 dwellings 16ha employment land New local centre 20ha of green infrastructure and a 19ha linear park	600 dwellings	<p>Bridgnorth is located in south-east Shropshire with a functional relationship to the Black Country. It benefits from strong road links to the Black Country via the A454 corridor. Bridgnorth is a principal centre and performs a strategic role in the east of Shropshire. The site constitutes a proposed sustainable urban extension, with the capacity to accommodate a significant volume of development.</p> <p>The site can accommodate a sizeable contribution towards the unmet housing needs forecast to arise in the Black Country.</p> <p>Development of the site would be considered to constitute sustainable development, informed by careful consideration of identified opportunities and constraints (including the fact that it is not located within the Green Belt).</p> <p>Accommodating the proposed contribution to the Black Country on this site will contribute to the achievement of the wider spatial strategy for Shropshire.</p>
SHF018b & SHF018d	Land east of Shifnal Industrial Estate, Upton Lane, Shifnal	S15.1	39 hectares (15.6ha net development)	30ha of employment land	<p>Shifnal is located in east Shropshire with a functional relationship to the Black Country. It benefits from strong road and rail links to the Black Country via the M54 corridor and Shrewsbury-Wolverhampton railway line.</p> <p>Shifnal is a key centre and a focus for investment, employment, housing and development on the M54/A5 strategic corridor.</p> <p>The site constitutes a proposed strategic employment allocation which due to its size and location has the potential to form both a local and regionally important employment centre.</p> <p>The site can accommodate a sizeable contribution towards the unmet employment land needs forecast to arise in the Black Country.</p> <p>Development of the site would be considered to constitute sustainable development, informed by careful consideration of identified opportunities and constraints. Whilst the site is located within the Green Belt, it is considered that exceptional circumstances exist to justify the release of this land for employment, as documented within the new Green Belt Topic Paper.</p> <p>Accommodating the proposed contribution to the Black Country on this site will contribute to the achievement of the wider spatial strategy for Shropshire.</p>

Site Reference	Site Name	Specific Policy	Total Capacity	Black Country Contribution	Summary
SHR060, SHR158 & SHR161	Land between Mytton Oak Road and Hanwood Road, Shrewsbury	S16.1	1,500 dwellings 5ha of employment land	300 dwellings	<p>Shrewsbury is located in central Shropshire with a functional relationship to the Black Country. It benefits from strong road and rail links to the Black Country via the M54/A5 corridor and Shrewsbury-Wolverhampton railway line.</p> <p>Shrewsbury is the strategic centre of Shropshire and the primary focus for new development in the County.</p> <p>The site constitutes a proposed sustainable urban extension, with the capacity to accommodate a significant volume of development.</p> <p>The site can accommodate a sizeable contribution towards the unmet housing needs forecast to arise in the Black Country.</p> <p>Development of the site would be considered to constitute sustainable development, informed by careful consideration of identified opportunities and constraints (including the fact that it is not located within the Green Belt).</p> <p>Accommodating the proposed contribution to the Black Country on this site will contribute to the achievement of the wider spatial strategy for Shropshire.</p>
IRN001	Former Ironbridge Power Station	S20	Range of local services and facilities Around 1,000 dwellings Around 6ha of employment land Extensive green infrastructure	600 dwellings	<p>The Former Ironbridge Power Station is located in east Shropshire with a functional relationship to the Black Country. It benefits from road access to the M54/A5 corridor link to the Black Country via either the A4169 / A5523 or A4169 / A442.</p> <p>The Former Ironbridge Power Station is a part brownfield site that benefits from Outline Planning Permission and will form a new strategic settlement, with the capacity to accommodate a significant volume of development.</p> <p>The site can accommodate a sizeable contribution towards the unmet housing needs forecast to arise in the Black Country.</p> <p>Development of the site would be considered to constitute sustainable development, informed by careful consideration of identified opportunities and constraints (including the fact that it is not located within the Green Belt).</p> <p>Accommodating the proposed contribution to the Black Country on this site will contribute to the achievement of the wider spatial strategy for Shropshire.</p>

## Likely Significant Effects and Mitigation Measures

- 9.65. As the sites identified to contribute towards meeting the needs of each of the settlements considered within this updated SA assessment work and to accommodate the proposed contributions to the unmet needs forecast to arise in the Black Country are already proposed for allocation within the draft Shropshire Local Plan, consideration of significant effects and mitigation measures has already been undertaken within the earlier SA assessment work.
- 9.66. For completeness, Shropshire Council has re-considered significant effects and identified mitigation measures for these sites and concluded that they remain appropriate in the context of both meeting local needs and accommodating the proposed contribution to the unmet needs forecast to arise within the Black Country.
- 9.67. Similarly, where mitigation measures were considered necessary, it has also been concluded that they are appropriate in the context of both meeting local needs and accommodating the proposed contribution to the unmet needs forecast to arise within the Black Country.
- 9.68. In summary, the site SA process uses a Good, Fair or Poor rating system when assessing sites. Sites rated as 'Poor' are considered to have likely significant adverse effects for which mitigation measures should be proposed.
- 9.69. Table 9.4 summarises the 'ratings' for all proposed housing allocations within the assessment area, including those proposed to accommodate the proposed contribution of 1,500 dwellings towards the unmet needs forecast to arise within the Black Country.

**Table 9.4: Summary of Proposed Housing Allocations Likely Significant Effect within the Assessment Areas**

<b>Settlement:</b>	<b>Site Ref:</b>	<b>Overall Settlement Sustainability Conclusion</b>	<b>Overall Black Country Contribution Sustainability Conclusion</b>
Albrighton	ALB017 & ALB021	<b>Fair</b>	Fair
Bridgnorth	BRD030	<b>Fair</b>	<b>Fair</b>
Highley	HNN016	<b>Good</b>	Good
Much Wenlock	MUW012VAR	<b>Fair</b>	Fair
Shifnal	SHF013	<b>Good</b>	Fair
Shifnal	SHF015 & SHF029	<b>Fair</b>	Fair
Shifnal	SHF022 & SHF023 (part)	<b>Fair</b>	Fair
Shrewsbury	SHR054a	<b>Fair</b>	Good
Shrewsbury	SHR145	<b>Fair</b>	Good
Shrewsbury	SHR173	<b>Fair</b>	Fair
Shrewsbury	SHR057 & SHR177	<b>Good</b>	Good
Shrewsbury	SHR060, SHR158 & SHR161	<b>Fair</b>	<b>Fair</b>
Potential Strategic Site	BNT002 (Clive Barracks, Tern Hill)	<b>Fair</b>	Poor
Potential Strategic Site	IRN001 (Former Ironbridge Power Station)	<b>Poor</b>	<b>Poor</b>

*\*The **Bold** conclusions identify the relevant Conclusion(s) for each site.*



9.70. Table 9.5 summarises the ‘ratings’ for all proposed employment allocations within the assessment area, including those proposed to accommodate the proposed contribution of 30ha of employment land towards the unmet needs forecast to arise within the Black Country.

**Table 9.5: Summary of Proposed Employment Allocations Likely Significant Effect within the Assessment Areas**

Settlement:	Site Ref:	Overall Settlement Sustainability Conclusion	Overall Black Country Contribution Sustainability Conclusion
Bridgnorth	BRD030	<b>Fair</b>	Fair
Bridgnorth	P58a	<b>Fair</b>	Fair
Bridgnorth	STC002	<b>Fair</b>	Fair
Shifnal	SHF018b & SHF018d	<b>Fair</b>	<b>Fair</b>
Shrewsbury	SHR060, SHR158 & SHR161	<b>Fair</b>	Fair
Shrewsbury	SHR166	<b>Poor</b>	Fair
Potential Strategic Site	BNT002 (Clive Barracks, Tern Hill)	<b>Fair</b>	Fair
Potential Strategic Site	IRN001 (Former Ironbridge Power Station)	<b>Poor</b>	Poor

*\*The **Bold** conclusions identify the relevant Conclusion(s) for each site.*

9.71. It is apparent from Table 9.4 and Table 9.5 that only 2 of the proposed allocations within the assessment area perform ‘poorly’ and as such are considered to have likely significant adverse effects for which mitigation measures should be proposed.

9.72. The first site is SHR166 at Shrewsbury, which is intended to contribute towards achieving the proposed employment land guideline for Shrewsbury, the proposed employment land requirement for Shropshire and the wider spatial strategy for Shropshire. It is not proposed to accommodate any of the proposed contribution to the unmet employment land need forecast to arise within the Black Country. Much of the site contains a newly designated Scheduled Monument (designated in late 2022). This matter is currently being due consideration, informed by ongoing engagement with the site promoter.

9.73. The second site is IRN001 the Former Ironbridge Power Station which is intended to contribute towards achieving the housing and employment land need in Shropshire, accommodate part of the proposed housing contribution to the unmet housing need forecast to arise within the Black Country (600 dwellings), and as such contribute towards the achievement of the proposed housing and employment land requirements for Shropshire and the wider spatial strategy for Shropshire.

9.74. Having reviewed the mitigation measures previously identified for these sites (with the exception of the matter of the newly designed Scheduled Monument on site SHR166 which is currently being given due consideration), it is considered that they are equally effective in the context of sustainably accommodating part of the proposed contribution to the unmet housing need forecast to arise within the Black Country. These measures are summarised within Table 9.6. They are also set out in the relevant site guidelines in the draft Shropshire Local Plan.

**Table 9.6: Summary of Proposed Employment Allocations Likely Significant Effect  
within the Assessment Areas**

<b>Site: IRN001 SHR166 - Shrewsbury</b>	
<b>Reasons for 'Poor' Score</b>	<b>Mitigation Measure(s)</b>
<p>Site is not within walking distance (480m) of services and facilities (Primary School, GP surgery, Leisure centre, Outdoor sports facility)</p>	<p>An appropriate vehicular access will be created from the A49 and all necessary improvements to the local and Strategic Road Network will be undertaken</p> <p>Development will create and enhance pedestrian and cycle links within and through the site and implement appropriate links from the site into the town.</p> <p>Key Green infrastructure corridors will be enhanced, including the River Severn and the environmental networks on and around the site.</p>
<b>Site: IRN001 (Former Ironbridge Power Station)</b>	
<b>Reasons for 'Poor' Score</b>	<b>Mitigation Measure(s)</b>
<p>Site contains parts of Tick Wood and Benthall Edge SSSI.</p> <p>Site contains part of the Buildwas Sand Quarry SSSI.</p> <p>Site is close to other parts of Tick Wood and Benthall Edge SSSI and the Buildwas River Section SSSI.</p> <p>Site contains part of the Buildwas Sand Quarry Wildlife Site.</p> <p>Site is close to the River Severn, Buildwas Roadside Verge and Birches Coppice Wildlife Sites.</p> <p>Site is close to Tick Wood, Banghams Wood and Benthall Edge Wood Ancient Woodland Sites.</p>	<p>Retention and protection by appropriate buffer zones within the development of Tick Wood and Benthall Edge SSSI, Buildwas Sand Quarry SSSI and Buildwas Sand Quarry Wildlife Site.</p> <p>Appropriate buffers to Tick Wood and Benthall Edge SSSI, the Buildwas River Section SSSI, the three Ancient Woodland Sites (in line with Natural England and Forestry Commission Standing Advice) and the three Wildlife Sites within the vicinity of the development Site.</p>
<p>Site contains an outdoor sports facility.</p>	<p>The provision of facilities and services within a village centre including a nursery and primary school and GP surgery - the latter subject to CCG assessment and advice</p>
<p>Site is in Flood Zones 2 and 3 (along the river).</p>	<p>The exclusion from development of those parts of the site within Flood Zones 2 and 3</p>
<p>Site contains (an extremely) small part of the Severn Gorge Conservation Area.</p> <p>Site is close to the Ironbridge Gorge World Heritage Site.</p> <p>Site is close to Buildwas Abbey Scheduled Monument.</p> <p>Site is close to the remainder of the Severn Gorge Conservation Area.</p> <p>Site is close to two Grade II Listed Buildings: The Slip and Albert Edward Bridge.</p>	<p>A comprehensive heritage assessment which addresses the site's relationship with the Ironbridge Gorge World Heritage Site, Buildwas Abbey Scheduled Monument, the Severn Gorge Conservation Area and the two Grade II Listed Buildings. This will then guide the conservation and enhancement of these features in line with the requirements of the National Planning Policy Framework and Local Plan policy</p>
<p>Site has a group Tree Preservation Order on its western boundary (in the grounds of Buildwas Abbey).</p>	<p>An assessment of the impact of development on the trees subject to TPO in order to demonstrate how they can be safeguarded.</p>
<p>Site is not within easy walking distance of community services and amenities such as a primary school or GP surgery.</p>	<p>The provision of green infrastructure (including accessible natural greenspace) and sports facilities – the latter being determined by the Shropshire Playing Pitch and Outdoor Sports Strategy. Pedestrian and cycle links to services and facilities both on-site and the wider area, will be integrated into the green infrastructure network.</p> <p>The provision of facilities and services within a village centre including a nursery and primary school and GP surgery - the latter subject to CCG assessment and advice.</p>

9.75. Therefore, whilst the Former Ironbridge Power Station Site performs 'poorly' in the context of SA objectives and are considered to have likely significant adverse effects for which mitigation measures are required, it is apparent that a range of appropriate mitigation measures are available. As such, Shropshire Council maintain the view that it is an appropriate location to accommodate part of the proposed contribution to the unmet housing need forecast to arise within the Black Country.

9.76. This is because the site:

- a. Is located in east Shropshire with a functional relationship to the Black Country
- b. Benefits from road access to the M54/A5 corridor link to the Black Country via either the A4169 / A5523 or A4169 / A442.
- c. Is a part brownfield site that benefits from Outline Planning Permission and will form a new strategic settlement, with the capacity to accommodate a significant volume of development, including a range of associated services and facilities.
- d. Can accommodate a sizeable contribution towards the unmet housing needs forecast to arise in the Black Country.
- e. Accommodating the proposed contribution to the Black Country on this site will contribute to the achievement of the wider spatial strategy for Shropshire.

9.77. Furthermore, development of this site would, subject to the identified mitigation measures and identified site guidelines, be considered to constitute sustainable development.

## 10. Summary of SA Assessment: Relevant Draft Policies

### Introduction

- 10.1. Following conclusions reached regarding the range of issues informed by the additional SA and site assessment work summarised within this document (including an appropriate housing requirement, an appropriate employment land requirement, an appropriate strategic distribution of development, and appropriate sites to accommodate proposed contributions to the unmet housing and employment land needs forecast to arise within the Black Country), a series of main modifications are required to relevant draft policies within the draft Shropshire Local Plan.
- 10.2. This section of the document summarises the additional SA assessment of these relevant draft Policies, to support identification of appropriate main modifications in response to the conclusions reached.
- 10.3. For the avoidance of doubt, the need to undertake further SA assessment work to consider the implications of wider main modifications will be considered at an appropriate time within the ongoing examination process.

### Draft Policies to be Assessed

- 10.4. Having reflected on the conclusions reached regarding the range of issues informed by the additional SA and site assessment work summarised within this document, Shropshire Council considers that the following policies require Main Modifications:
- a. Draft Policy SP2: Strategic Approach<sup>5</sup>; and
  - b. Draft Policy SP13: Delivering Sustainable Economic Growth and Enterprise.
- 10.5. Furthermore, in response to the ID28 Shropshire Council has prepared a new draft Policy to address the housing needs of older people and those with disabilities and special needs. In preparing this draft Policy, Shropshire Council has undertaken additional SA assessment work. For completeness, this additional SA assessment work is also summarised within this section of the document.

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<sup>5</sup> Draft Policy SP2 sets out the Plan's strategic approach to development. It identifies Shropshire's housing and employment land requirements and the settlements in which these will be delivered. The SA for the Issues & Strategic Options and Preferred Scale and Distribution of Development documents evaluate the options considered in the preparation of draft Policy SP2. The draft settlement Policies S1 to S20 implement draft Policy SP2 (they show how SP2 applies, but they are not considered to represent reasonable alternatives for SA purposes), as such they were not subject to separate SA within the Sustainability Appraisal and Site Assessment Environmental Report undertaken to inform the Regulation 19: Pre-Submission Draft of the Shropshire Local Plan. To represent reasonable options, any evaluation should be capable of guiding the choice of an option by providing differing results. An individual evaluation of each settlement policy is unlikely to offer this. This approach follows NPPG which states that '*reasonable alternatives are the different realistic options considered by the plan-maker in developing the policies in its plan. They must be sufficiently distinct to highlight the different sustainability implications of each so that meaningful comparisons can be made*'

## **Summary of the Additional SA assessment of Policies**

10.6. The following tables summarise the additional SA assessment of the policies that require Main Modifications following the conclusions reached regarding the range of issues informed by the additional SA and site assessment work summarised within this document.

10.7. Each policy assessment is then followed by a written summary of the conclusions for each policy.

### ***Table 10.1: SA Assessment of Revised Policy SP2. Strategic Approach***

#### **SP2. Strategic Approach**

1. Shropshire will flourish, accommodating investment and new development that contributes to meeting needs and making its settlements more sustainable. New development will be supported by necessary infrastructure and be of a high-quality which positively responds to its setting, local needs and our changing climate.
2. Over the plan period from 2016 to 2038, a minimum of 30,800 new dwellings and a minimum of 300 hectares of employment land will be delivered, of which 1,500 dwellings and 30ha of employment land are to contribute to unmet development needs forecast to arise within the Black Country. The housing and employment land requirements equate to around 1,400 dwellings and around 14ha of employment land per annum.
3. This Local Plan ensures that sufficient land in the right locations is available to achieve these growth aspirations, including sites that already benefit from planning permission or prior approval, sites allocated for development within the SAMDev Plan as documented within Appendix 2 of this Local Plan (referred to as ‘saved’ allocations), sites allocated for development within Settlement Policies S1-S20 of this Local Plan, and appropriate windfall sites that are consistent with the requirements of the Local Plan. However, the availability of land will be kept under review to ensure a continuous supply of suitable sites is available.
4. Delivery of affordable housing remains a key priority in Shropshire, as such around 7,700 affordable dwellings (equating to around 25% of the total housing requirement) will be delivered during the plan period from 2016 to 2038.
5. Main town centre uses will be focused into the diverse network of town centres and recognisable high streets across Shropshire. It will complement their scale and character and support appropriate diversification.
6. To achieve a sustainable and appropriate pattern of development which also maximises investment opportunities, new development will be focused in the urban areas identified in Schedule SP2.1. Specifically:
  - a. Shrewsbury will bloom, fulfilling its role as a strategic centre and acting as a focus for well-designed new housing and employment development. This will be supported by the provision of supporting infrastructure, high-quality retail, leisure, transport and other public realm improvements within and on the edge of the town centre in support of the delivery of the Big Town Plan and its related masterplans.

- b. Principal and Key Centres will accommodate significant well-designed new housing and employment development, supported by necessary infrastructure. Growth within these diverse settlements will maintain and enhance their roles, support key services and facilities and maximise their economic potential.
  - c. Strategic Settlements will form successful, well-designed and sustainable communities, delivering new housing and employment development. They will provide an appropriate mix of housing, employment, local services and facilities and infrastructure.
7. Recognising the rurality of much of Shropshire and the importance of ensuring the long-term sustainability of rural communities, growth in urban areas will be complemented by appropriate new development within Community Hubs, identified in Schedule SP2.2, which are considered significant rural service centres; and to a lesser extent Community Clusters, identified in Schedule SP2.3, which consist of settlements with aspirations to maintain or enhance their sustainability. Outside these settlements, new development in the wider rural area will consist of affordable housing where there is evidenced local needs and appropriate rural employment and economic diversification.
8. The production of formal Neighbourhood Plans will be supported and can identify development opportunities which will complement proposals in this Local Plan. Where appropriate they can also identify additional Community Clusters.

**Sustainability Appraisal Assessment of Revised Policy SP2. Strategic Approach**

Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	0	-	-	The level of growth in this option means that greenfield land may need to be released. This is likely to have an adverse effect on the range of plants and animals and the quality and extent of wildlife habitats in Shropshire in the medium and long term.
2: Encourage a strong and sustainable economy throughout Shropshire	++	++	++	There are likely to be good opportunities to create a balanced supply of employment land and/or more or higher value jobs. It also includes an explicit contribution of 30ha of employment land towards the unmet needs forecast to arise in the Black Country.
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society	++	++	++	This option more than meets evidenced local housing need and offers significant opportunities to meet the requirements of all sections of society in terms of location, affordability and adaptability. It also includes an explicit contribution of 1,500 dwellings towards unmet housing need forecast to arise within the Black Country.
4: Promote access to services for all sections of society	0	+	+	Development should provide good opportunities to support existing services in the medium to long term. Master-planning of larger development may enable increased provision of services in the medium to longer term.

Sustainability Appraisal Assessment of Revised Policy SP2. Strategic Approach				
Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
5: Encourage the use of sustainable means of transport	0	+	+	Focussing growth on the urban areas increases opportunities for the use of sustainable travel options in the medium to long term
6: Reduce the need of people to travel by car	0	+/?	+/?	The scale of development in the county may be large enough to support new or existing public transport solutions to discourage private vehicle use over the medium to long term.
7: Support active and healthy communities.	0	+	+	This level of development is likely to provide opportunities for new leisure, recreational and cultural activities in the medium to long term.
8: Protect and improve soil quality	?/-	?/-	?/-	Even though development is focussed on the urban areas, greenfield land will still need to be released. This may have a negative effect on soil quality depending on location.
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution	0	0	0	Since pollution from rural areas is the main issue affecting water quality in Shropshire, there is likely to be little change in the current situation.
10: Reduce flood risk and improve flood management	0/?	0/?	0/?	This level of growth scale could create more opportunities for flood management measures.
11: Conserve and enhance Shropshire's air quality and reduce the risk of air pollution	0/?	0/?	0/?	Shropshire has two small Air Quality Management Areas (AQMA): one in Bridgnorth and the other in Shrewsbury. There is the potential for an effect on air quality, dependent on the location of development sites.
12: Reduce carbon dioxide emissions	+	+	+	Economies of scale may offer opportunities to increase the provision of energy from renewable sources, support reductions in energy consumption and promote energy efficiency.
13: Promote adaptation and mitigation to climate change	0/?	0/?	0/?	Opportunities to mitigate and adapt to climate change through habitat creation and improved connectivity will be dependent on the location of allocated sites.
14: Promote efficient use of natural resources	0	-	-	Growth may encourage the re-use of existing buildings and previously developed land but these gains are likely to be offset by an increase in the use of primary aggregates and greenfield sites in the medium to long term

Sustainability Appraisal Assessment of Revised Policy SP2. Strategic Approach				
Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
15: Conserve and enhance features and areas of heritage value and their setting	0/?	0/?	0/?	Growth may lead to the loss of, or harm to, heritage features and their settings but depending on the location and design, development also enables better management of the historic environment. Development has the potential to cause harm, but equally, the associated increased economic benefits may offer good opportunities to enhance heritage assets and provide for their better management
16: Conserve and enhance landscape character and local distinctiveness	-	-	-	All development changes the character of the landscape and has the potential for an adverse effect on those features which convey a sense of place. This policy is unlikely to maintain or improve existing landscape character over the Plan period.

**Summary for Revised Policy SP2: Strategic Approach**

- 10.8. The policy is likely to be **significantly positive** towards **encouraging a strong and sustainable economy** as well as **providing a sufficient amount of good quality housing** which meets the needs of all sections of society.
- 10.9. It is also likely to assist with the reduction of carbon dioxide emissions, and in the medium to long term would help to promote access to services and facilities for all sections of society, as well as encourage the use of sustainable means of transport and would support active and healthy communities. It could potentially help to reduce the need for people to travel by car in the medium to long term.
- 10.10. The policy is unlikely to effect on the sustainability objectives of conserving and enhancing water or air quality in Shropshire and reduce the risk of water/air pollution, although this is somewhat dependent on the location of development. It is also unlikely to change the current situation in respect of reducing flood risk and improve flood management, promoting adaptation and mitigation to climate change or conserving and enhancing features and areas of heritage value and their setting.
- 10.11. The policy may have a negative effect on soil quality; however, this is not wholly established. Nonetheless, it would appear that the policy could have a negative effect with regard to conserving and enhancing landscape character and local distinctiveness, and in the medium to long term may be harmful to the promotion of efficient use of natural resources and the protection and enhancement of the range of plants and animals in Shropshire and the quality and extent of wildlife habitats (which is mostly due to the use of greenfield land).



**Table 10.2: SA Assessment of Revised Policy SP13. Delivering Sustainable Economic Growth and Enterprise**

**SP13. Delivering Sustainable Economic Growth and Enterprise**

1. Shropshire will deliver a minimum of 300 hectares of employment development from 2016 to 2038 and will protect established employment areas for employment uses to achieve the objectives of Policy SP2. The strategic supply of land and protected employment areas are identified on the Policies Map and in the Authority Monitoring Report which will monitor the delivery of this employment development.
2. Employment generating uses will comprise:
  - a. Primary employment uses in Classes B2, B8, E(g)(i),(ii),(iii) and Sui Generis Waste Installations for recycling/treating/disposing of recovered materials to diversify the local economy of Shropshire;
  - b. Secondary employment uses in Classes E(a),(c),(d),(e), C2, C2A, and Sui Generis Waste Material Recovery Facilities, Retail Warehousing and Sales (including vehicle sales) and Vehicle Hire (including taxis and 'vehicle sharing' services) to diversify the employment offer on larger employment areas;
  - c. Ancillary essential or exceptional service uses in Classes E(b),(f), C1 and Sui Generis Hot Food and Takeaway Services and Hostels to diversify the effective operation and self-containment of larger employment areas.
3. Development of employment generating uses will be expected to demonstrate that the:
  - a. Site has the capacity to accommodate the scale of the proposed development particularly uses which attract visiting members of the public;
  - b. Proposed uses and any intensification of use conforms with neighbouring uses particularly primary employment uses on or close to the site;
  - c. Infrastructure investment is sufficient to serve the proposed or intensified uses particularly to provide sufficient capacity in key utilities and to facilitate the use of renewable and low carbon energy and decentralised energy sources;
  - d. Development satisfies the requirements of national and local policies especially to:
    - i. Protect the Green Belt or safeguarded land except where there are very special circumstances for development,
    - ii. Protect the Shropshire Hills Area of Outstanding Natural Beauty except where there are exceptional circumstances for development,
    - iii. Conserve areas of higher landscape value except where justified; or
    - iv. Conserve the natural and historic environments except where justified.
4. Development on mixed-use sites will be expected to utilise returns from higher value land uses to bring the land within the employment site/area to the market through the provision of accesses, servicing and other infrastructure to facilitate the development of employment uses on the land.
5. Development on allocated sites will be expected to satisfy the:
  - a. Economic growth objectives of the Economic Growth Strategy;

- b. Strategy for the settlement in which the proposed site is located;
  - c. Development guidelines for allocated employment sites or mixed-use sites with employment generating uses in Settlement Policies S1-S18, Strategic Settlement Policies S19-S20, or approved Neighbourhood Plans; and
  - d. Requirements of Local Plan policies relevant to the proposed location or uses of land.
6. Windfall Class B employment development on other sites will be supported, where the proposal is:
- a. To expand the premises or to intensify the operation of an existing business;
  - b. For the change of use / conversion of an existing building to employment use;
  - c. Located on a site within or adjoining an established employment area;
  - d. For development of a suitable scale located within a Community Hub, Community Cluster or in the Countryside that satisfies Policy, , , ;
  - e. Distributed according to the strategic approach in Policy SP2;
  - f. Consistent with the economic growth objectives of the Shropshire Economic Growth Strategy;
  - g. For major employment development including large scale inward investment for known 'end users' or occupiers, that satisfies the objectives of Policy SP12.
7. To support strategic and local employers, there is a presumption to protect allocated employment land and established employment areas. The protection of these employment sites/areas will be proportionate to the significance of these sites/areas in this hierarchy which is explained in the Authority Monitoring Report:
- a. Regional Sites – inward investment sites of regional or national significance will be protected for primary employment uses;
  - b. Sub-Regional Sites – high quality, premium investment sites will be protected for primary employment uses;
  - c. Key Shropshire Sites – good quality, prime sites in the local market will be protected for employment uses;
  - d. Key Local Sites – good quality, business and industrial sites in the local market will be protected for employment uses;
  - e. Mixed Commercial Sites – traditional affordable sites for mixed commercial uses or sites with broad spectrum Class E uses with a mix of building formats.
8. To support strategic and local employers, there is a presumption to protect allocated employment land and established employment areas for employment uses consistent with the hierarchy of employment sites. Proposals for change of use or for the loss of employment land and premises from primary employment uses on regional or sub-regional sites or from employment uses on any other protected employment sites will only be supported where:
- a. A contemporary market assessment of the employment land in the Settlement demonstrates a satisfactory supply for the remaining period of the Local Plan which does not compromise the supply of land in the County; and
  - b. A comprehensive marketing exercise demonstrates the site is not suitable or viable for the intended employment uses for the site in the hierarchy of employment sites; and:
  - c. The application demonstrates that the proposed use will make a significant contribution to the local economy, the local community or to other significant Local Plan objectives.

<b>Sustainability Appraisal Assessment of Revised Policy SP13. Delivering Sustainable Economic Growth and Enterprise</b>				
<b>Sustainability Objective</b>	<b>Short Term</b>	<b>Medium Term</b>	<b>Long Term</b>	<b>Commentary</b>
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	+	+	+	The policy requires that national and local policy requirements to protect habitats and species must be followed.
2: Encourage a strong and sustainable economy throughout Shropshire	++	++	++	This policy focusses on delivering this objective
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society	0	0	0	This objective is unlikely to be affected by this policy
4: Promote access to services for all sections of society	0	0	0	This objective is unlikely to be affected by this policy
5: Encourage the use of sustainable means of transport	0	0	0	This objective is unlikely to be affected by this policy
6: Reduce the need of people to travel by car	0	0	0	This objective is unlikely to be affected by this policy
7: Support active and healthy communities.	0	0	0	This objective is unlikely to be affected by this policy
8: Protect and improve soil quality	?/-	?/-	?/-	Development outside existing settlement boundaries is likely to lead to the release of greenfield land. This may have a negative effect on soil quality depending on location.
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution	+	+	+	Since pollution from the countryside is the main issue affecting water quality in Shropshire, economic development may have a beneficial effect on water quality by taking land out of agricultural production.
10: Reduce flood risk and improve flood management	0	0	0	This objective is unlikely to be affected by this policy
11: Conserve and enhance Shropshire's air quality and reduce the risk of air pollution	0/?	0/?	0/?	Shropshire has two small Air Quality Management Areas (AQMA): one in Bridgnorth and the other in Shrewsbury. There is the potential for an effect on air quality, dependent on the location of development sites.
12: Reduce carbon dioxide emissions	0	0	0	This objective is unlikely to be affected by this policy
13: Promote adaptation and mitigation to climate change	0	0	0	This objective is unlikely to be affected by this policy
14: Promote efficient use of natural resources	-	-	-	Economic development is likely to increase the need for primary aggregates and other natural resources

Sustainability Appraisal Assessment of Revised Policy SP13. Delivering Sustainable Economic Growth and Enterprise				
Sustainability Objective	Short Term	Medium Term	Long Term	Commentary
15: Conserve and enhance features and areas of heritage value and their setting	+	+	+	The policy requires that national and local policy requirements relating to the conservation of the historic environment must be followed.
16: Conserve and enhance landscape character and local distinctiveness	+	+	+	The policy requires that national and local policy requirements to protect areas of landscape value must be followed.

***Summary for Revised Policy SP13: Delivering Sustainable Economic Growth and Enterprise***

- 10.12. This policy is likely to be **significantly positive** for **encouraging a strong and stable economy** throughout the county, as this is its primary aim. Additionally, as this policy requires that national and local policies are followed, it also positively affects the conservation and enhancement of landscapes and areas of heritage value. Water quality would improve due to this policy, as economic development may have a beneficial effect by taking land out of agricultural production. Additionally, it would help to protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.
- 10.13. The policy would likely have no effect on the sustainability objectives of reducing flood risk and improve flood management, conserving and enhancing Shropshire’s air quality and reduce the risk of air pollution (although this is somewhat dependent on the location of development), reducing carbon dioxide emissions or promotion of adaptation and mitigation to climate change.
- 10.14. Likewise, it is unlikely to change the situation in relation to encouragement for the use of sustainable means of transport or the reduction the need of people to travel by car, as well as supporting active and healthy communities. Sustainability objectives concerned with sufficient numbers of good quality housing and access to services for all society are unlikely to be affected by this policy.
- 10.15. As development outside the existing settlement boundaries is likely to lead to the release of greenfield land, it may have a negative effect on soil quality depending on location. Likewise economic development is likely to increase the need for primary aggregates and other natural resources, thus affecting the promotion of efficient use of natural resources.

**Table 10.3: SA Assessment of New Policy Regarding Housing Provision for Older People and those with Disabilities and Special Needs**

### **New Policy. Housing Provision for Older People and those with Disabilities and Special Needs**

1. The housing needs of older people and those with disabilities and special needs will be met in a way that provides choice and importantly complements and facilitates the People's Strategy for Shropshire. A fundamental principle of the People's Strategy for Shropshire is supporting people to remain independent within their own homes and within their existing communities and support networks for as long as possible. The People's Strategy for Shropshire will be facilitated and complemented through the provision of accessible and adaptable housing and appropriate forms of specialist housing in accordance with the requirements of this Policy.

#### **Accessible and Adaptable Housing**

2. All housing specifically designed for older people or those with disabilities and special needs will be built to the M4(3) (wheelchair user dwellings) standard within Building Regulations.
3. On sites of 5 or more dwellings, at least 5% of the dwellings will be built to the M4(3) (wheelchair user dwellings) standard within Building Regulations and a further 70% of the dwellings will be built to the M4(2) (accessible and adaptable dwellings) or higher standard within Building Regulations, unless site-specific factors indicate that step-free access cannot be achieved.
4. All dwellings on sites of less than 5 dwellings and the remaining dwellings on sites of 5 or more dwellings that are not subject to the requirements of Paragraph 3 of this Policy are strongly encouraged to achieve the M4(2) (accessible and adaptable dwellings) standard within Building Regulations or higher.
5. All housing designed to M4(3) (wheelchair user dwellings) standard within Building Regulations must also be designed to be 'friendly' to those with dementia and to those with disabilities and special needs.
6. All housing designed to M4(2) (accessible and adaptable dwellings) within Building Regulations is strongly encouraged to be designed to be 'friendly' to those with dementia and to those with disabilities and special needs.

#### **Specialist Housing**

7. All specialist housing for older people or those with disabilities and special needs will be built to the M4(3) (wheelchair user dwellings) standard within Building Regulations and must also be designed to be 'friendly' to those with dementia and to those with disabilities and special needs.

8. Reflecting the People Strategy for Shropshire, and the principle of supporting people to remain independent within their own homes and within their existing communities and support networks for as long as possible, new specialist housing provision for older people or those with disabilities and special needs will consist of:
  - a. The forms of specialist housing which support independent living, including age-restricted housing; retirement/sheltered housing; or extra care housing; or
  - b. Nursing homes providing high-level care for those with dementia and/or complex needs; or
  - c. A combination of the above.
9. All specialist housing provision will integrate into rather than be apart (gated-off) from existing and new communities, recognising the social and sustainability benefits of multi-generational and inclusive communities.
10. Ideally, specialist housing should be located where future occupiers can benefit from access to existing services and facilities. Where appropriate services and facilities are not already available, a range of supporting services and facilities will need be provided on sites where specialist housing is provided. Any services and facilities provided should be proportionate in scale to the type of specialist housing and ensure the scheme remains affordable.
11. When providing specialist housing, opportunities to provide appropriate key worker accommodation for any associated care staff should be proactively considered.
12. Specialist housing designed to meet the diverse needs of older people or those with disabilities and special needs that is consistent with the requirements of Paragraph 8 of this Policy and the requirements of other relevant Local Plan Policies (particularly Policies SP3-SP9, DP4, DP12 and Policies S1-S20) will be supported in appropriate locations within the development boundaries identified on the Policies Map.
13. Specialist housing schemes that consist of 100% local needs affordable specialist housing for older people or those with disabilities and special needs that is consistent with the requirements of Paragraph 8 of this Policy, the requirements of Policy DP5 and the requirements of other relevant Local Plan Policies will be positively considered.
14. Specialist housing that is consistent with the requirements of Paragraph 8 of this Policy and is agreed to be Use Class C2 development, will in addition to meeting the housing needs of older people also constitute a secondary employment use. These forms of specialist housing will therefore be considered an appropriate secondary employment use on mixed-use employment sites, where they are consistent with the requirements of Policy SP11; complement the existing and planned wider employment uses of the site; are served by appropriate infrastructure; and facilitate the delivery of the wider employment site, including through the provision of accesses, servicing and other infrastructure.
15. On site allocations for 250 or more dwellings and all development sites for 250 or more dwellings (irrespective of whether such sites are brought forward through a series of phases or planning permissions), at least 20% of houses must constitute a form of specialist housing for older people and/or those with disabilities and special needs documented within Paragraph 8 of this Policy.

16. On site allocations for 150-249 dwellings and all development sites for 150-249 dwellings (irrespective of whether such sites are brought forward through a series of phases or planning permissions), at least 15% of houses must constitute a form of specialist housing for older people and/or those with disabilities and special needs documented within Paragraph 8 of this Policy. At the lower end of this category, it is likely that this provision will consist of age-restricted housing or retirement/sheltered housing in the form of apartments or a small group of bungalows which can be delivered in smaller numbers, as they generally have lower operational and staffing costs and requirements.
17. On site allocations for 50-149 dwellings and all development sites for 50-149 dwellings (irrespective of whether such sites are brought forward through a series of phases or planning permissions), at least 10% of houses must constitute a form of specialist housing for older people and/or those with disabilities and special needs documented within Paragraph 8 of this Policy. It is likely that this provision will consist of age-restricted housing or retirement/sheltered housing in the form of apartments or a small group of bungalows which can be delivered in smaller numbers as they generally have lower operational and staffing costs and requirements.
18. Specialist housing provided in accordance with Paragraphs 15-17 of this Policy that is consistent with the definition of affordable housing can also represent all or part of the contribution to affordable housing required in accordance with Policy DP4 of the Local Plan. However:
  - a. The mix of specialist housing provided across Shropshire should include both open market and affordable housing.
  - b. Affordable housing provision should not be concentrated only in affordable specialist housing, as it is important that the other forms of affordable housing are delivered, including for key workers such as the care staff for specialist housing.
  - c. As such, if it is considered that completions and commitments of specialist housing is concentrated in affordable tenures or if it is considered that affordable housing completions and commitments are concentrated in forms of specialist housing, specialist housing provision on a site may be required to be open market and similarly the affordable housing provision may be required to be general housing.
19. On site allocations, provision of a level of housing which results in the relevant settlements housing guideline being exceeded and/or the site allocations approximate site provision figure within the relevant Settlement Policy (S1-S20) being exceeded will be positively considered where:
  - a. This over-provision is a direct result of the provision of a significant quantity of specialist housing in excess of that required within Paragraphs 15-17 of this Policy,
  - b. Over provision is specialist housing of a type documented within Paragraph 8 of this Policy,
  - c. The development proposed remains an appropriate form of development on the site having regard to its characteristics and the character of the surrounding area, and
  - d. The proposed development complies with the wider policies of the Local Plan, particularly Policies SP3, SP5, SP6, DP1, DP3, DP4, DP12, DP13, DP15-DP18, DP26, DP28, and DP29.

20. Proposals that result in the loss of existing specialist housing designed to meet the needs of older people or those with disabilities and special needs will be resisted unless:
- There is no longer an identified need for the existing form of specialist housing in the settlement and Shropshire as a whole; or
  - The needs will be met elsewhere within the settlement, preferably close to the existing specialist housing or in a preferential location for specialist housing; or
  - Redevelopment would provide an improved quality of a comparable category of specialist housing and associated facilities; or
  - Redevelopment would provide an alternative form of specialist housing which is identified within Paragraph 8 of this policy, demonstrably of greater need in Shropshire, and the provision of the specialist housing and associated facilities is of a high quality.

<b>Sustainability Appraisal Assessment of New Policy. Housing Provision for Older People and those with Disabilities and Special Needs</b>				
<b>Sustainability Objective</b>	<b>Short Term</b>	<b>Medium Term</b>	<b>Long Term</b>	<b>Commentary</b>
1: Protect and enhance the range of plants and animals in Shropshire and the quality and extent of wildlife habitats.	0	0	0	This objective is unlikely to be affected by this policy. The policy recognises that appropriate locations for specialist housing for older people and those with disabilities and special needs are those consistent with wider policy considerations. This means those policies which seek to conserve and enhance the natural environment should prevent harm occurring to wildlife.
2: Encourage a strong and sustainable economy throughout Shropshire	+	+	+	This policy supports provision of specialist housing which can create local employment opportunities. It also recognises the need to consider provision of appropriate housing for key workers associated with these employment opportunities, thereby supporting provision of an appropriate labour force.
3: Provide a sufficient amount of good quality housing which meets the needs of all sections of society	++	++	++	The policy aims to positively contribute to this objective. It is likely that it will positively contribute to the provision of the housing needs of specific groups within our communities – particularly older people and those with disabilities and special needs.
4: Promote access to services for all sections of society	+	+	+	This policy promotes the provision of specialist housing for older people and those with disabilities in locations accessible to services and facilities. It also requires the provision of proportionate services and facilities which are responsive to the type of specialist housing provision and the need to maintain affordability, and any existing provision in the area.



<b>Sustainability Appraisal Assessment of New Policy. Housing Provision for Older People and those with Disabilities and Special Needs</b>				
<b>Sustainability Objective</b>	<b>Short Term</b>	<b>Medium Term</b>	<b>Long Term</b>	<b>Commentary</b>
5: Encourage the use of sustainable means of transport	+	+	+	This policy promotes the provision of specialist housing for older people and those with disabilities in locations accessible to services and facilities. It also requires the provision of proportionate services and facilities which are responsive to the type of specialist housing provision and the need to maintain affordability, and any existing provision in the area.
6: Reduce the need of people to travel by car	+	+	+	This policy promotes the provision of specialist housing for older people and those with disabilities in locations accessible to services and facilities. It also requires the provision of proportionate services and facilities which are responsive to the type of specialist housing provision and the need to maintain affordability, and any existing provision in the area.
7: Support active and healthy communities	+	+	+	This policy supports provision of adaptable housing and specialist housing, which can support older people and those with disabilities and special needs to remain healthy and active for longer.
8: Protect and improve soil quality	0	0	0	This objective is unlikely to be affected by this policy. The policy recognises that appropriate locations for specialist housing for older people and those with disabilities and special needs are those consistent with wider policy considerations.
9: Conserve and enhance water quality in Shropshire and reduce the risk of water pollution	0	0	0	This objective is unlikely to be affected by this policy. The policy recognises that appropriate locations for specialist housing for older people and those with disabilities and special needs are those consistent with wider policy considerations.
10: Reduce flood risk and improve flood management	0	0	0	This objective is unlikely to be affected by this policy. The policy recognises that appropriate locations for specialist housing for older people and those with disabilities and special needs are those consistent with wider policy considerations.
11: Conserve and enhance Shropshire's air quality and reduce the risk of air pollution	0	0	0	This objective is unlikely to be affected by this policy. The policy recognises that appropriate locations for specialist housing for older people and those with disabilities and special needs are those consistent with wider policy considerations.

<b>Sustainability Appraisal Assessment of New Policy. Housing Provision for Older People and those with Disabilities and Special Needs</b>				
<b>Sustainability Objective</b>	<b>Short Term</b>	<b>Medium Term</b>	<b>Long Term</b>	<b>Commentary</b>
12: Reduce carbon dioxide emissions	0	0	0	This objective is unlikely to be affected by this policy. The policy recognises that appropriate locations for specialist housing for older people and those with disabilities and special needs are those consistent with wider policy considerations.
13: Promote adaptation and mitigation to climate change	0	0	0	This objective is unlikely to be affected by this policy. The policy recognises that appropriate locations for specialist housing for older people and those with disabilities and special needs are those consistent with wider policy considerations.
14: Promote efficient use of natural resources	0	0	0	This objective is unlikely to be affected by this policy. The policy recognises that appropriate locations for specialist housing for older people and those with disabilities and special needs are those consistent with wider policy considerations.
15: Conserve and enhance features and areas of heritage value and their setting	0	0	0	This objective is unlikely to be affected by this policy. The policy recognises that appropriate locations for specialist housing for older people and those with disabilities and special needs are those consistent with wider policy considerations. This means those policies which seek to conserve and enhance the built environment should prevent harm occurring to heritage. The policy also supports the continued use of existing specialist housing for appropriate forms of specialist housing, thereby supporting the continued use of such buildings, including those which are heritage assets.
16: Conserve and enhance landscape character and local distinctiveness	0	0	0	This objective is unlikely to be affected by this policy. The policy recognises that appropriate locations for specialist housing for older people and those with disabilities and special needs are those consistent with wider policy considerations.

***Summary for New Policy: Housing Provision for Older People and those with Disabilities and Special Needs***

- 10.16. This policy is likely to be **significantly positive** for the **provision of a sufficient amount of good quality housing** which meets the needs of all sections of society, in the short, medium and longer term. This can be achieved through the provision of adaptable housing and specialist housing to meet the needs of older people and those with disabilities and special needs.
- 10.17. The policy also likely to positively contribute to the encouragement of a strong and sustainable economy in Shropshire, promotion of access to services and facilities, encouraging use of sustainable means of transport, reduction in the need to travel by car, and supporting active and healthy communities.
- 10.18. There is likely to be no change to the situation with respect to environmental objectives including enhancing the range of plants and animals and quality of habitats, adaption to climate change, efficient use of natural resources, reducing flood risk, protecting soil quality, reduction in carbon emissions, and conserving air and water quality. The policy recognises that appropriate locations for specialist housing for older people and those with disabilities and special needs are those consistent with wider policy considerations which address these various environmental issues.

## **Conclusion**

10.19. As part of undertaking the SA process, it is important to consider ways of mitigating adverse effects and maximising beneficial effects. This is responsive to National Planning Practice Guidance (NPPG) which states that *“The sustainability appraisal should identify any likely significant adverse effects and measures envisaged to prevent, reduce and, as fully as possible, offset them”*<sup>6</sup> (mitigation measures).

10.20. Consistent with the methodology utilised throughout the SA assessments undertaken to inform the draft Shropshire Local Plan, effects as those that are scored either:

*++ Strongly positive, likely to benefit a large area of Shropshire or a large number of people or receptors, including outside the county. The effect is likely to be direct, permanent, irreversible and of major magnitude.*

*or*

*-- Strongly negative, likely to have a significant adverse impact on the whole, or on a large part of, Shropshire, on internationally or nationally protected assets or on areas outside the county. The effect is predicted to be direct, permanent, irreversible and of major magnitude.*

10.21. Table 10.4 summarises the significant effects of the Policies requiring Main Modifications following conclusions reached regarding the range of issues informed by the additional SA and site assessment work summarised within this document.

10.22. Table 10.4 also summarises the significant effects of the new draft Policy to address the housing needs of older people and those with disabilities and special needs.

**Table 10.4: Significant Effects of Revised and New Local Plan Policies**

<b>Policy</b>	<b>Sustainability Objectives significantly positively affected</b>	<b>Sustainability Objectives significantly negatively affected</b>
SP2. Strategic Approach	SO2 & SO3	No objectives significantly negatively affected.
SP13. Delivering Sustainable Economic Growth and Enterprise	SO2	No objectives significantly negatively affected.
New Policy. Meeting the Housing Needs of Older People and Those with Disabilities and Special Needs	SO3	No objectives significantly negatively affected.

10.23. Table 10.4 demonstrates that these draft policies are not likely to result in any significant negative effects, so no mitigation is proposed.

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<sup>6</sup> NPPG – Strategic Environmental Assessment and Sustainability Appraisal, Paragraph 016, Reference ID: 11-016-20190722

## 11. Appendices

# Shropshire Local Plan

## Additional Sustainability Appraisal Report: Appendix 1

### Updated Stage 2a: Housing Sustainability Appraisal Site Assessment



Criteria	Criteria Description	Scoring Guide	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton		
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			ALB002	ALB003	ALB005	ALB007	ALB008	ALB009	ALB010	ALB013	ALB014	ALB015	ALB016	ALB017	ALB018		
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>																
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0			
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>																
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	250m of a Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
100m of a Local Nature Reserve	-		0	0	0	0	-	0	0	0	-	-	0	0			
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	0	0	-	-	0	0	-	0	0	-	0		
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>																
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Outdoor sports facility		0	0	0	0	-	0	0	0	0	0	0	0	0		
	Amenity green space		0	0	-	0	0	0	0	0	0	0	0	0	0		
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	0			
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>																
	Primary School	Yes = plus score (+) No = minus score (-)	-	+	-	+	+	-	-	-	-	-	-	+	+		
	GP surgery		+	+	-	-	+	-	-	-	-	-	-	+	-		
	Library(permanent or mobile library stop)		+	-	-	-	+	+	-	-	+	-	-	-	-		
	Leisure centre		-	-	-	-	+	-	-	-	+	-	-	-	-		
	Children's playground		+	+	+	+	+	+	-	+	+	-	-	-	+		
	Outdoor sports facility		+	+	+	+	+	+	-	+	-	+	+	+	+		
Amenity green space	+		-	+	+	+	+	-	-	+	+	+	-	+			
Accessible natural green space (natural/semi-natural green space)	+	+	+	+	-	+	-	+	+	+	+	-	+				
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	+	+	+	+	-	+	+	+	+	+	+		
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	-	-		
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	-	-		
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	0	0	0	-	-	0	0		
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	+	0	0	0	+	0	+	0	0	0	0	0		
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	-	0	0	0		
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>																
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Conservation Area		0	0	0	0	0	-	0	0	0	0	0	0	0		
a Listed Building	0		0	0	0	0	-	0	0	0	0	0	0	0			
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>																
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Scheduled Monument		-	0	0	0	0	-	0	0	-	0	0	0			
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0			
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0			
	300m of a Conservation Area		-	0	0	0	-	-	0	0	-	-	-	0			
300m of a Listed Building	-		-	-	-	-	-	0	0	-	-	0	-	-			
15	<b>Site is wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)														
	<b>Site is wholly/partly classified as high landscape sensitivity for residential</b>		Minus score (-)														
	<b>Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential</b>		Zero score (0)		0	0	0	0	0	0	0	0	0	0	0		
	<b>Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary</b>		Plus score (+)			+	+		+								
Please note: where a site falls into more than one category, highest sensitivity category is recorded																	
<b>Overall Score</b>			-3	1	-2	0	1	-6	-11	-2	-1	-8	-8	-6	0		
<b>Overall Settlement Sustainability Conclusion</b>			Good	Good	Good	Good	Good	Fair	Poor	Good	Good	Poor	Poor	Fair	Good		
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Good	Good	Good	Good	Fair	Fair	Good	Good	Fair	Fair	Fair	Good		

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton	Settlement: Albrighton		
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			ALB019	ALB020	ALB021	ALB022	ALB023	ALB024	P32a	P32b	P32c	P35	P36a	P36b	P37a		
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>																
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0			
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>																
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	250m of a Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0			
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	0	0	0	-	0	0	0	-	-	0	0		
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>																
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	0		
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	0			
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>																
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	-	+	+	+	-	+	+	+	+	-		
	GP surgery		-	-	-	-	+	+	+	-	+	+	-	-	-		
	Library(permanent or mobile library stop)		-	-	-	-	+	-	-	-	-	+	-	-	-		
	Leisure centre		-	-	-	-	+	-	-	-	-	+	-	+	-		
	Children's playground		-	-	-	-	-	-	-	-	-	-	-	+	+		
	Outdoor sports facility		-	-	+	-	+	+	+	-	+	+	+	+	+		
	Amenity green space		-	+	-	-	-	-	-	-	-	-	+	+	-		
Accessible natural green space (natural/semi-natural green space)	-		-	-	-	-	-	-	-	+	+	-	-	-			
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> .	Yes = plus score (+) No = minus score (-)	-	-	-	-	+	+	+	+	+	+	-	+	-		
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	-	-		
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	-	-		
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	-	-	0	-	0		
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	0	0	0	0	0	+	0	0	0	0	0	0		
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>																
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Conservation Area		0	0	0	0	-	-	0	0	0	-	0	0	0		
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	0			
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>																
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	-	0	0	0	0		
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Conservation Area		0	0	0	0	-	-	0	0	0	-	-	-	0		
300m of a Listed Building	0		-	-	0	-	-	-	0	-	-	-	-	0			
15	Site is wholly/partly classified as very high landscape sensitivity for residential	Double minus score (-)															
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)															
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)															
Please note: where a site falls into more than one category, highest sensitivity category is recorded																	
<b>Overall Score</b>			-11	-11	-10	-11	-3	-8	-3	-7	-4	-5	-6	-2	-9		
<b>Overall Settlement Sustainability Conclusion</b>			Poor	Poor	Poor	Poor	Good	Poor	Good	Fair	Fair	Fair	Fair	Good	Poor		
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Good	Fair		

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
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 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21



Criteria	Criteria Description	Scoring Guide	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:		
			Albrighton	Albrighton	Albrighton	Albrighton	Albrighton	Bridgnorth	Bridgnorth	Bridgnorth	Bridgnorth	Bridgnorth	Bridgnorth	Bridgnorth	Bridgnorth	Bridgnorth	Bridgnorth
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			P37b	P38	P39	ALB017 & ALB021	BRD001	BRD003	BRD005	BRD006	BRD006a	BRD007X	BRD011	BRD012	BRD014		
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>																
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>																
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	250m of a Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	0	-	-	-	-	-	0	-	-	-	-	-	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>																
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	-	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>																
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	+	-	+	+	-	-	-	-	-	-	-	
	GP surgery		-	-	-	+	-	-	-	-	-	-	-	-	-	-	
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Children's playground		-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Outdoor sports facility		+	+	+	+	+	+	+	+	+	-	+	+	+	+	
	Amenity green space		-	+	-	-	-	-	-	-	-	-	+	+	+	+	
Accessible natural green space (natural/semi-natural green space)	-		+	+	+	-	-	-	-	-	+	+	+	+	+	+	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> .	Yes = plus score (+) No = minus score (-)	-	+	+	+	+	+	+	+	+	-	+	+	+	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	0	-	-	0	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	0	0	0	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	+	0	0	0	0	0	0	0	+	0	0	+	+	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	-	0	0	0	0	0	0	0	0	0	0	-	-	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>																
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>																
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	-	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		0	-	-	-	-	-	-	-	0	0	-	-	-	0	
300m of a Listed Building	-		0	-	-	-	-	-	0	-	-	-	-	-	0		
15	<b>Site wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)														
	Site is wholly/partly classified as high landscape sensitivity for residential		Minus score (-)														
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential		Zero score (0)		0	0	0	0	0	0	0	0	0	0	0	0	
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary		Plus score (+)														
Please note: where a site falls into more than one category, highest sensitivity category is recorded																	
<b>Overall Score</b>			<b>-10</b>	<b>-4</b>	<b>-8</b>	<b>-6</b>	<b>0</b>	<b>4</b>	<b>-8</b>	<b>-4</b>	<b>-3</b>	<b>-5</b>	<b>-8</b>	<b>-1</b>	<b>-7</b>		
<b>Overall Settlement Sustainability Conclusion</b>			<b>Poor</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>		
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>		

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			BRD015X	BRD016	BRD017	BRD018X	BRD019	BRD019a	BRD021	BRD022	BRD023	BRD024	BRD025	BRD026	BRD027
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>														
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>														
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	250m of a Wildlife Site		-	-	0	0	0	0	0	0	0	0	0	0	
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	-	0	0	0	0	0	0	0	0	0	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>														
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>														
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	+	+	+	+	+	+	+	-	+		
	GP surgery		-	-	-	+	-	-	-	-	-	-	-	+	
	Library(permanent or mobile library stop)		+	-	-	+	-	-	-	-	-	-	-	+	
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	+	
	Children's playground		+	+	-	-	-	-	+	+	+	+	-	+	
	Outdoor sports facility		+	+	+	+	+	+	+	+	+	+	-	+	
	Amenity green space		+	+	+	-	+	+	-	+	+	+	+	+	
Accessible natural green space (natural/semi-natural green space)	+		+	-	+	-	-	-	-	-	+	+	-	+	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	-	+	-	-	-	-	+	+	+	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	-	-	0	-	-	-	-	-	-	-	0	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	0	0	0	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	0	0	0	0	+	+	0	0	+	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>														
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	--	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		--	--	0	--	0	0	0	0	0	0	0	0	--
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>														
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		-	-	0	-	0	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		-	-	0	-	0	0	-	0	0	0	0	0	-
300m of a Listed Building	-		-	0	-	0	0	-	-	0	-	-	0	-	
15	Site is wholly/partly classified as very high landscape sensitivity for residential	Double minus score (-)													
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)													
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)		0	0		0	0	0	0	0	0			
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)	+			+							+	+	
Please note: where a site falls into more than one category, highest sensitivity category is recorded															
<b>Overall Score</b>			-3	-9	-4	-1	-4	-4	-6	-2	-1	-1	-1	-6	7
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Poor	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Good
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Fair	Fair	Good	Fair	Fair	Fair	Good	Good	Good	Good	Fair	Good

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	
			Site Ref: BRD028	Site Ref: BRD030	Site Ref: BRD031	Site Ref: BRD032	Site Ref: ODY001	Site Ref: ODY002	Site Ref: ODY004	Site Ref: ODY007	Site Ref: ODY008	Site Ref: ODY009	Site Ref: ODY010	Site Ref: ODY011X	Site Ref: P52
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>														
	Special Area of Conservation	Yes = double minus score (-)	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site	No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	
Local Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>														
	1km of a Special Area of Conservation	Yes = minus score (-)	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site	No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	250m of a Wildlife Site		-	0	0	-	-	0	0	0	0	-	0	-	
100m of a Local Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	-	0	-	-	-	-	-	-	-	-	-	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>														
	Children's playground	Yes = minus score (-)	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility	No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>														
	Primary School	Yes = plus score (+)	-	+	-	+	-	+	-	+	-	-	-	-	
	GP surgery	No = minus score (-)	-	-	-	-	-	-	-	-	-	-	-	-	
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	-	-	-	-	
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-	
	Children's playground		-	-	-	+	+	+	+	+	+	+	+	+	
	Outdoor sports facility		+	-	-	+	+	+	+	+	+	+	+	+	
Amenity green space		+	+	-	+	-	-	-	-	-	-	-	-		
Accessible natural green space (natural/semi-natural green space)		+	-	-	+	-	-	-	+	-	-	-	-		
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	-	+	-	-	-	+	-	-	-	-	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	-	-	0	0	0	0	0	0	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	+	0	0	+	0	0	0	0	0	0	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>														
	a World Heritage Site or its buffer zone	Yes = double minus score (-)	0	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument	No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0	
a Listed Building		0	0	0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>														
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-)	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument	No = zero score (0)	-	0	0	-	0	-	0	-	0	0	0	-	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		-	0	0	0	-	-	-	-	-	-	-	0	
300m of a Listed Building		-	-	0	-	-	-	-	-	-	-	0	0		
15	Site is wholly/partly classified as very high landscape sensitivity for residential	Double minus score (-)													
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)	-											-	
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)		0		0	0	0	0	0	0	0	0		
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)													
Please note: where a site falls into more than one category, highest sensitivity category is recorded															
<b>Overall Score</b>			<b>-8</b>	<b>-8</b>	<b>-11</b>	<b>-5</b>	<b>-9</b>	<b>-10</b>	<b>-9</b>	<b>-4</b>	<b>-9</b>	<b>-13</b>	<b>-12</b>	<b>-12</b>	
<b>Overall Settlement Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Poor</b>	

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			P53a	P53b	P54	P55	P56	P58a	P58b	P59	P61	P62	P63	STC001	STC002
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>														
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	Ancient Woodland		0	0	0	--	--	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>														
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		-	-	-	-	-	0	0	-	-	0	0	0	
	250m of a Wildlife Site		0	0	0	-	-	0	0	0	-	-	0	0	
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	0	-	-	0	0	0	-	-	0	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>														
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	-	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>														
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	+	+	-	-	-	-	-	-	-	
	GP surgery		-	-	-	-	-	-	-	-	-	-	-	-	
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	-	-	-	-	
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-	
	Children's playground		-	-	+	+	+	+	+	-	-	-	-	+	
	Outdoor sports facility		-	-	-	+	+	-	-	-	-	-	-	-	
Amenity green space	-		-	-	+	+	-	-	+	+	-	-	+		
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> .	Yes = plus score (+) No = minus score (-)	-	-	+	+	+	-	-	-	+	+	+	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-		
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	-	0	0	0	-	-	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	-	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	+	+	0	+	+	+	0	+	0	+	+
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	-	0	0	0	0	0	0	-	-	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>														
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	--	--	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	0	0	0	0	0	0	0	--	0	--	0	0
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>														
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		-	-	-	-	-	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		0	0	0	0	0	0	0	0	-	0	0	0	0
300m of a Listed Building	0		-	-	0	-	0	0	0	-	-	0	0	0	
15	<b>Site is wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)												
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)				-	0				-	-	-		
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)	0	0	0			0	0	0			0	0	
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)													
Please note: where a site falls into more than one category, highest sensitivity category is recorded															
<b>Overall Score</b>			-12	-13	-10	-6	-7	-7	-8	-8	-14	-11	-15	-6	-5
<b>Overall Settlement Sustainability Conclusion</b>			Poor	Poor	Poor	Fair	Fair	Fair	Fair	Fair	Poor	Poor	Poor	Fair	Fair
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Poor	Fair	Fair	Fair	Fair	Fair	Fair	Poor	Fair	Poor	Fair	Fair

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			STC003	STC004	STC005	STC006	BEH001	BEH002	BEH003X	BEH006	BEH007	BEH008	BRO004	BRO006X	BRO007
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>														
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>														
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	250m of a Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	0	-	-	-	0	0	0	0	0		
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>														
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>														
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	-	-	-	-	-	-	-	-	-	
	GP surgery		-	-	-	-	-	-	-	-	-	-	-	-	
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	-	-	-	-	
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-	
	Children's playground		-	+	-	-	-	-	-	-	-	-	-	-	
	Outdoor sports facility		-	-	-	-	-	-	-	+	-	-	+	+	
	Amenity green space		+	+	-	-	-	-	-	+	-	-	+	+	
Accessible natural green space (natural/semi-natural green space)	-		-	-	-	-	-	-	-	-	-	+	+		
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	+	+	+	+	+	+	+	+	+		
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-		
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	-	0	0	-	-	0	0	0	0	0		
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0		
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0		
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	+	0	+	+	+	+	+	+	+	+		
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0		
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>														
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0	
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>														
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Listed Building		-	0	0	0	-	0	-	0	-	0	-	0	
15	Site is wholly/partly classified as very high landscape sensitivity for residential	Double minus score (-)													
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)													
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)													
Please note: where a site falls into more than one category, highest sensitivity category is recorded															
<b>Overall Score</b>			-8	-5	-8	-8	-7	-7	-8	-8	-8	-6	-1	-5	5
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Good	Fair	Good	
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Good	Fair	Good	

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			BRO010	BRO011	BRO012	BRO014	BRO015	BRO020	BRO021	BRO022	BRO024	BRO026	BRO027	BRO028X	BRO029
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>														
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	0	0	0	0	--	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>														
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	-	0	-	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	-	0	-	0	0	-	0	0	0	0	0	
	250m of a Wildlife Site		0	-	-	-	0	0	-	-	-	0	-	0	
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	-	0	0	-	-	0	-	0	0	0	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>														
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>														
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	-	-	+	+	+	-	+	-	-	-	
	GP surgery		-	-	+	-	-	+	-	+	-	-	+	+	+
	Library(permanent or mobile library stop)		-	-	-	-	-	+	-	+	-	-	+	+	+
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-	-
	Children's playground		+	-	+	-	+	-	-	+	+	+	+	+	+
	Outdoor sports facility		+	+	+	+	+	+	+	+	+	+	+	+	+
	Amenity green space		-	-	+	-	+	+	+	+	+	-	+	+	+
Accessible natural green space (natural/semi-natural green space)	+		+	+	+	-	-	-	-	+	+	-	-	-	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	-	+	+	+	+	+	+	+	+	+	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	+	0	0	0	+	+	+	+	+	0	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	-	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>														
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	--	--	--	0	--	0	0	--	0	--	--	
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>														
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	-	0	-	0	0	-	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		-	-	-	-	-	-	-	-	-	-	-	-	
300m of a Listed Building	0		-	-	-	-	-	-	-	-	0	-	-		
15	Site is wholly/partly classified as very high landscape sensitivity for residential	Double minus score (-)	--	--		--					--				
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)													
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)			0		0		0	0	0		0	0	
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)						+					+		
Please note: where a site falls into more than one category, highest sensitivity category is recorded															
<b>Overall Score</b>			-1	-15	-2	-13	-2	0	-5	0	-3	-3	1	0	-2
<b>Overall Settlement Sustainability Conclusion</b>			Good	Poor	Good	Poor	Good	Good	Fair	Good	Fair	Fair	Good	Good	Good
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Good	Poor	Good	Poor	Good	Good	Fair	Good	Fair	Fair	Good	Good	Good

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			BRO030	BRO031	BRO032	BRO033	BRO034	BRO035X	BRO036	BRO037	BRO038	BRO039	BRO040	BRO041	BRO042
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>														
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>														
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		-	0	0	-	-	0	0	0	0	0	0	0	
	500m of Ancient woodland		-	-	-	-	-	0	0	0	0	0	0	0	
	250m of a Wildlife Site		-	-	-	-	-	0	0	-	-	-	0	0	
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	-	0	-	-	0	-	0	-	0	0	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>														
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>														
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	-	-	-	+	+	+	+	+	+	
	GP surgery		-	-	-	-	-	+	-	+	-	+	-	-	
	Library(permanent or mobile library stop)		-	-	-	-	-	+	-	+	-	-	-	-	
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-	
	Children's playground		-	-	-	-	-	+	-	+	-	+	-	-	
	Outdoor sports facility		+	+	+	+	+	+	+	+	+	+	+	+	
	Amenity green space		-	-	-	-	-	+	+	+	+	-	+	+	
Accessible natural green space (natural/semi-natural green space)	+		+	-	+	+	-	-	-	-	+	-	-		
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	+	-	+	+	+	+	+	+	+	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	0	-	0	0	0	-	0	0	0	-	0	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	+	+	0	0	0	+	+	+	0	0	+	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>														
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	--	--	--	--	0	0	0	0	0	0	0	
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>														
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	-	0	0	-	-	0	0	0	0	-	0	-	
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		-	-	-	-	-	-	-	-	-	0	0	-	
300m of a Listed Building	0		-	-	-	-	0	-	-	-	0	-	0		
15	Site is wholly/partly classified as very high landscape sensitivity for residential	Double minus score (-)	--		--	--								--	
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)													
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)		0				0	0	0	0	0	0		
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)					+								
Please note: where a site falls into more than one category, highest sensitivity category is recorded															
<b>Overall Score</b>			<b>-10</b>	<b>-9</b>	<b>-13</b>	<b>-16</b>	<b>-11</b>	<b>2</b>	<b>-4</b>	<b>3</b>	<b>-4</b>	<b>1</b>	<b>-3</b>	<b>-3</b>	
<b>Overall Settlement Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Broseley	Settlement: Highley	Settlement: Highley	Settlement: Highley	Settlement: Highley	Settlement: Highley	Settlement: Highley	Settlement: Highley	
			Site Ref: BRO043	Site Ref: JKD001	Site Ref: JKD002	Site Ref: JKD003	Site Ref: JKD004	Site Ref: JKD004VAR	Site Ref: HNN001	Site Ref: HNN002	Site Ref: HNN003X	Site Ref: HNN004	Site Ref: HNN006	Site Ref: HNN008	Site Ref: HNN009	
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>															
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>															
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		-	-	-	-	-	-	-	-	-	-	-	-	-	-
	250m of a Wildlife Site		0	-	-	-	0	0	0	0	-	-	-	-	-	-
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	0	-	0	0	-	0	0	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>															
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>															
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	-	-	-	+	+	-	-	+	-	-	-	
	GP surgery		-	-	-	-	-	-	-	-	-	-	-	-	-	+
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Children's playground		-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Outdoor sports facility		+	-	-	-	-	-	+	+	-	-	+	+	+	-
	Amenity green space		+	-	-	-	-	-	+	+	-	-	+	+	+	-
Accessible natural green space (natural/semi-natural green space)	-		-	-	-	-	-	-	-	-	-	-	-	-	-	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	+	+	+	+	+	+	+	+	+	+	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	+	+	+	+	0	0	0	0	0	0	0	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>															
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	--	--	0	--	--	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	--	--	0	--	--	0	0	0	0	0	0	0	0
a Listed Building	0		0	0	0	0	0	0	0	0	0	--	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>															
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	-	-	-	-	-	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	-	-	-	-	-	-	-	0	-	-	-	-	0
	300m of a Listed Building		0	-	0	0	0	0	0	0	-	-	-	-	-	0
15	Site is wholly/partly classified as very high landscape sensitivity for residential		Double minus score (-)	-	-	-	-	-	-	-	-	-	-	-	-	-
Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)															
Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)	0							0		0	0	0	0	0	
Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)			+					+		+					
Please note: where a site falls into more than one category, highest sensitivity category is recorded																
<b>Overall Score</b>			<b>-4</b>	<b>-18</b>	<b>-14</b>	<b>-12</b>	<b>-10</b>	<b>-12</b>	<b>-6</b>	<b>-2</b>	<b>0</b>	<b>-2</b>	<b>-2</b>	<b>-5</b>	<b>-6</b>	
<b>Overall Settlement Sustainability Conclusion</b>			<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21



Criteria	Criteria Description	Scoring Guide	Settlement: Highley	Settlement: Highley	Settlement: Highley	Settlement: Highley	Settlement: Highley	Settlement: Highley	Settlement: Highley	Settlement: Highley	Settlement: Highley	Settlement: Highley	Settlement: Highley	Settlement: Highley	
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			HNN010	HNN010a	HNN010b	HNN012X	HNN013	HNN014	HNN015	HNN016	HNN017	HNN018	HNN019	HNN021	HNN023
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>														
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>														
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	250m of a Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	0	-	0	-	-	-	0	-	-	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>														
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>														
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	+	+	-	+	-	+	-	+	-	+	
	GP surgery		-	-	-	+	+	-	+	+	+	-	+	-	
	Library(permanent or mobile library stop)		+	+	+	+	-	+	-	+	-	-	-	+	
	Leisure centre		+	+	+	+	-	+	-	+	-	-	-	+	
	Children's playground		+	+	+	+	-	+	-	+	-	-	-	+	
	Outdoor sports facility		+	+	+	+	-	+	-	+	-	-	+	+	
	Amenity green space		-	-	-	+	+	-	+	+	+	-	+	-	
Accessible natural green space (natural/semi-natural green space)	-		-	-	-	-	-	-	-	-	-	-	-		
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	-	-	+	+	+	+	+	+	-	+	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	0	+	0	0	0	0	0	0	0	+	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	-	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>														
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	-	0	0	0	0	0	0	0	0	0	0	
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>														
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		-	-	-	-	-	0	0	0	0	0	-	-	
300m of a Listed Building	-		0	-	0	0	-	0	-	0	0	0	-		
15	Site is wholly/partly classified as very high landscape sensitivity for residential	Double minus score (-)													
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)													
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)	0	0	0		0	0	0	0		0		0	
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)				+							+		
Please note: where a site falls into more than one category, highest sensitivity category is recorded															
<b>Overall Score</b>			1	-5	-1	5	-6	0	-6	4	-5	-11	-3	-10	-1
<b>Overall Settlement Sustainability Conclusion</b>			Good	Fair	Fair	Good	Fair	Good	Fair	Good	Fair	Poor	Fair	Poor	Fair
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Good	Fair	Good	Good	Fair	Good	Fair	Good	Fair	Fair	Fair	Fair	Good

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	
			Highley	Highley	Much Wenlock	Much Wenlock	Much Wenlock	Much Wenlock	Much Wenlock	Much Wenlock	Much Wenlock	Much Wenlock	Much Wenlock	Much Wenlock	Much Wenlock
			Site Ref: HNN025	Site Ref: HNN026	Site Ref: MUW001	Site Ref: MUW002	Site Ref: MUW003	Site Ref: MUW006	Site Ref: MUW007	Site Ref: MUW008	Site Ref: MUW009	Site Ref: MUW010	Site Ref: MUW011	Site Ref: MUW012	Site Ref: MUW012VAR
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>														
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>														
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		-	-	-	-	-	-	-	-	-	-	-	-	
	250m of a Wildlife Site		-	-	-	-	-	-	-	-	-	-	-	-	
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>														
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>														
	Primary School	Yes = plus score (+) No = minus score (-)	+	+	-	+	-	-	-	-	-	-	+	+	
	GP surgery		-	-	-	-	-	-	-	-	-	-	-	-	-
	Library(permanent or mobile library stop)		+	+	+	+	+	+	+	+	+	+	+	+	
	Leisure centre		+	+	-	-	-	-	-	-	-	-	-	-	-
	Children's playground		+	+	+	+	+	+	+	+	+	+	+	+	
	Outdoor sports facility		+	+	+	+	+	+	+	+	+	+	+	+	
	Amenity green space		-	-	-	-	-	-	-	-	-	-	-	-	-
Accessible natural green space (natural/semi-natural green space)	-		-	-	-	-	-	-	-	-	-	-	-	-	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	+	+	+	+	+	+	+	+	+	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0		
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0		
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0		
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	0	+	0	+	0	+	0	0		
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	-	0	0		
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>														
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0	
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>														
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		-	-	-	-	-	-	-	-	-	-	-	-	
300m of a Listed Building	0		-	-	-	-	-	-	-	-	-	-	-		
15	Site is wholly/partly classified as very high landscape sensitivity for residential	Double minus score (-)													
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)													
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)	0	0	0	0	0	0	0	0	0	0	0		
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)													
Please note: where a site falls into more than one category, highest sensitivity category is recorded															
<b>Overall Score</b>			-1	-2	-6	1	-2	1	-1	-1	-2	-11	-11	-4	-4
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Fair	Fair	Good	Good	Good	Good	Good	Good	Poor	Poor	Fair	Fair
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Good	Good	Fair	Good	Good	Good	Good	Good	Good	Fair	Fair	Fair	Fair

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Much Wenlock	Settlement: Much Wenlock	Settlement: Much Wenlock	Settlement: Much Wenlock	Settlement: Much Wenlock	Settlement: Much Wenlock	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	
			Site Ref: MUW013	Site Ref: MUW014	Site Ref: MUW015	Site Ref: MUW016	Site Ref: MUW016VAR	Site Ref: MUW017	Site Ref: P10	Site Ref: P14	Site Ref: P15a	Site Ref: P15b	Site Ref: P16	Site Ref: P17a	Site Ref: P17b	
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>															
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>															
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		-	-	0	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	0	
	250m of a Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	0	
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>															
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0		
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0		
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0			
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>															
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	+	-	+	+	-	-	+	-	-	-	-	
	GP surgery		-	-	+	-	-	-	-	-	-	+	-	-	-	
	Library(permanent or mobile library stop)		-	-	+	-	-	-	-	-	-	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Children's playground		-	-	-	-	-	-	-	-	-	-	+	-	-	-
	Outdoor sports facility		-	-	+	+	+	+	+	+	+	+	+	+	+	+
	Amenity green space		-	-	+	+	+	+	+	+	+	+	+	+	+	+
Accessible natural green space (natural/semi-natural green space)	-		-	-	-	-	-	-	-	-	-	-	-	-	-	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	+	+	+	+	+	+	+	+	+	+	+	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	-	-	-	0	-	-	-	-	-	-	-	-	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>															
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0	0	
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>															
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Conservation Area		0	-	-	0	0	-	0	0	0	0	0	0		
	300m of a Listed Building		0	0	-	0	0	0	0	0	0	0	0	0		
15	Site is wholly/partly classified as very high landscape sensitivity for residential		Double minus score (-)													
Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)															
Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)															
Please note: where a site falls into more than one category, highest sensitivity category is recorded																
<b>Overall Score</b>			<b>-11</b>	<b>-11</b>	<b>-1</b>	<b>-5</b>	<b>-2</b>	<b>-6</b>	<b>-9</b>	<b>-6</b>	<b>-13</b>	<b>-15</b>	<b>-10</b>	<b>-7</b>	<b>-10</b>	
<b>Overall Settlement Sustainability Conclusion</b>			<b>Poor</b>	<b>Poor</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	
			Site Ref: SHF004	Site Ref: SHF005	Site Ref: SHF007	Site Ref: SHF009	Site Ref: SHF013	Site Ref: SHF015	Site Ref: SHF016	Site Ref: SHF017	Site Ref: SHF018a	Site Ref: SHF018b	Site Ref: SHF018c	Site Ref: SHF018d	Site Ref: SHF019
			SHF004	SHF005	SHF007	SHF009	SHF013	SHF015	SHF016	SHF017	SHF018a	SHF018b	SHF018c	SHF018d	SHF019
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>														
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>														
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	250m of a Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	0	0	-	-	-	-	-	0	-	0	-	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>														
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>														
	Primary School	Yes = plus score (+) No = minus score (-)	-	+	-	-	-	+	-	+	-	-	+	-	
	GP surgery		+	+	-	+	-	-	+	+	-	-	-	-	
	Library(permanent or mobile library stop)		+	+	-	+	-	-	-	-	-	-	-	-	
	Leisure centre		-	-	-	-	+	-	-	-	-	+	-	-	
	Children's playground		+	+	-	+	+	-	+	+	+	-	+	-	
	Outdoor sports facility		+	+	-	+	+	+	+	+	+	-	+	+	
Amenity green space	-		-	-	-	+	-	-	-	-	-	-	-		
Accessible natural green space (natural/semi-natural green space)	-	-	-	-	-	-	-	-	-	-	-	-			
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	-	+	-	-	+	+	-	-	-	-	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	-	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	0	-	0	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	+	0	+	0	+	+	0	+	0	+	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	-	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>														
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		--	0	0	0	0	0	0	0	0	0	0	0	
a Listed Building	0		--	0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>														
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		-	-	0	-	0	0	-	-	0	0	0	0	
300m of a Listed Building	-		-	0	-	0	-	-	-	0	-	0	-		
15	Site is wholly/partly classified as very high landscape sensitivity for residential	Double minus score (-)													
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)													
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)			0		0	0	0	0	0	0	0	0	
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)	+	+		+									
Please note: where a site falls into more than one category, highest sensitivity category is recorded															
<b>Overall Score</b>			-5	-1	-11	-2	-4	-8	-5	-5	-8	-12	-4	-11	-9
<b>Overall Settlement Sustainability Conclusion</b>			Good	Good	Poor	Good	Good	Fair	Good	Good	Fair	Poor	Good	Poor	Fair
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Good	Fair	Good	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
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 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			SHF019VAR	SHF021	SHF022	SHF023	SHF024	SHF025	SHF026	SHF027	SHF028	SHF029	SHF032	SHF033	SHF034
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>														
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>														
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	0	0	0	-	0	0	0	0	0	0	0	
	250m of a Wildlife Site		0	0	0	0	-	0	0	0	0	0	0	0	
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	0	0	0	-	-	0	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>														
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>														
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	+	+	-	-	-	-	+	+	+	+	
	GP surgery		-	-	-	-	-	+	-	+	+	-	-	+	
	Library(permanent or mobile library stop)		-	-	-	-	-	+	-	+	+	-	-	-	
	Leisure centre		-	-	-	-	-	-	-	-	-	+	+	-	
	Children's playground		-	-	-	-	-	+	-	+	+	+	+	+	
	Outdoor sports facility		+	+	+	+	-	+	-	+	+	+	+	+	
Amenity green space	-		-	-	-	-	-	-	-	-	-	-	-		
Accessible natural green space (natural/semi-natural green space)	-	-	-	-	-	-	-	-	-	-	-	-			
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	-	-	-	-	+	-	+	+	-	-	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	-	-	-	0	-	-	-	-	-	-	-	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	-	0	0	0	0	0	-	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	0	0	0	0	+	+	0	0	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>														
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	0	0	0	0	-	0	0	-	0	0	0	
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>														
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		0	0	0	0	0	-	0	-	-	-	0	0	
300m of a Listed Building	-		0	-	-	0	-	-	-	-	-	-	-		
15	Site is wholly/partly classified as very high landscape sensitivity for residential	Double minus score (-)													
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)													
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)	0		0	0	0	0	0		0	0	0	0	
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)		+				+		+	+				
Please note: where a site falls into more than one category, highest sensitivity category is recorded															
<b>Overall Score</b>			-9	-9	-9	-9	-13	-5	-12	-1	-4	-10	-4	-4	
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Fair	Fair	Fair	Poor	Good	Poor	Good	Good	Fair	Good	Good	
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Fair	Fair	Fair	Poor	Fair	Fair	Good	Fair	Fair	Fair	Fair	

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	
			Site Ref: SHF035	Site Ref: SHF037	Site Ref: SHF015 & SHF029	Site Ref: SHF018b & SHF018d	Site Ref: SHF022 & SHF023 (part)	Site Ref: BES001X	Site Ref: BES002	Site Ref: BES003	Site Ref: BIT026	Site Ref: GVH001X	Site Ref: SHR001X	Site Ref: SHR002	Site Ref: SHR002
			SHF035	SHF037	SHF015 & SHF029	SHF018b & SHF018d	SHF022 & SHF023 (part)	BES001X	BES002	BES003	BIT026	GVH001X	SHR001X	SHR002	SHR002
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>														
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>														
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	250m of a Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	-	0	-	-	0	0	0	0	-		
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>														
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>														
	Primary School	Yes = plus score (+) No = minus score (-)	+	+	+	-	+	-	-	-	-	-	-	-	
	GP surgery		-	-	-	-	-	-	-	-	-	-	-	-	
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	-	-	-	-	
	Leisure centre		-	+	-	-	-	-	-	-	-	-	-	-	
	Children's playground		-	+	-	-	-	-	-	-	-	-	-	-	
	Outdoor sports facility		+	+	+	-	+	+	+	+	+	+	+	+	
Amenity green space	-		-	-	-	-	-	-	-	-	-	-	-		
Accessible natural green space (natural/semi-natural green space)	-	-	-	-	-	-	-	-	-	-	-	-			
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	-	-	-	-	-	-	-	-	-	-		
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-		
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-		
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0		
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0		
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	+	+	0	0	0	0	0	0	0	+		
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	-	0	-	0	0	0	0	0		
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>														
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0	
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>														
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0	
300m of a Listed Building	-		-	-	0	-	-	-	-	-	0	-	-		
15	<b>Site is wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)												
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)													
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)		0	0	0	0	0	0	0	0	0	0	0	
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)													
Please note: where a site falls into more than one category, highest sensitivity category is recorded															
<b>Overall Score</b>			<b>-8</b>	<b>-4</b>	<b>-9</b>	<b>-12</b>	<b>-9</b>	<b>-11</b>	<b>-11</b>	<b>-2</b>	<b>-5</b>	<b>-13</b>	<b>2</b>	<b>-3</b>	
<b>Overall Settlement Sustainability Conclusion</b>			<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Good</b>	<b>Fair</b>	
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Poor</b>	<b>Good</b>	<b>Fair</b>	

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury		
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			SHR003	SHR004	SHR005	SHR006	SHR007	SHR008	SHR011	SHR012	SHR014	SHR015	SHR016	SHR019	SHR020		
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>																
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0			
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>																
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1km of a Ramsar Site		-	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	250m of a Wildlife Site		0	0	-	-	0	0	0	0	0	0	0	-	0		
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	-	0	0	0			
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	0	-	0	0	-	-	-	0	0	-	0		
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>																
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Amenity green space		0	0	0	0	0	0	0	0	-	0	0	0	0		
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	0			
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>																
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	-	+	-	+	+	+	-	-	+	+	+		
	GP surgery		-	-	+	-	+	+	+	+	+	+	-	+	-		
	Library(permanent or mobile library stop)		-	-	-	-	-	-	+	-	-	+	-	-	-		
	Leisure centre		-	-	+	-	-	-	-	-	-	-	+	+	-		
	Children's playground		+	+	+	+	+	+	+	+	+	+	+	+	+		
	Outdoor sports facility		+	+	+	+	+	+	+	+	+	+	+	+	+		
Amenity green space	+		+	-	+	+	+	+	+	+	+	+	-	+			
Accessible natural green space (natural/semi-natural green space)	-	+	+	+	+	+	+	+	+	+	+	-	+				
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	+	+	+	+	+	+	+	-	-	+			
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	0	0	0	-	0	0	-	0	0	-	0			
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	-	0	-	0	0	-	0	0	0	-			
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	-	-	0	0	0	0	-	0	0	0			
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	-	0	0	0	0	0	0	0	0	0			
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	+	+	+	+	+	+	0	+	+	+	0	+		
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>																
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Conservation Area		0	--	--	0	0	0	0	0	--	--	0	0	--		
a Listed Building	0		0	--	0	0	0	0	0	0	--	0	0	0			
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>																
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Scheduled Monument		-	0	-	0	0	0	0	0	-	-	0	0	0		
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Registered Park or Garden		0	0	-	0	0	0	0	0	0	0	0	0	0		
	300m of a Conservation Area		-	-	-	-	0	0	-	0	-	-	-	0	-		
300m of a Listed Building	0		-	-	-	-	-	-	0	-	-	-	0	-			
15	<b>Site is wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)														
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)															
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)															
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)		+	+	+	+	+	+	+	+	+	+	+	+		
Please note: where a site falls into more than one category, highest sensitivity category is recorded																	
<b>Overall Score</b>			0	-1	-7	0	2	6	6	2	-3	0	3	-3	0		
<b>Overall Settlement Sustainability Conclusion</b>			Good	Good	Fair	Good	Good	Good	Good	Good	Fair	Good	Good	Fair	Good		
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Good	Good	Fair	Good	Good	Good	Good	Good	Fair	Good	Good	Fair	Good		

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury		
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			SHR021X	SHR022X	SHR023	SHR025	SHR026	SHR027	SHR031	SHR032	SHR033X	SHR035	SHR036X	SHR037	SHR038		
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>																
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Wildlife Site		--	0	0	0	0	0	0	0	0	--	0	0	0		
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0			
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>																
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1km of a Ramsar Site		0	0	-	0	0	0	0	-	0	0	0	0	0		
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of a Site of Special Scientific Interest		-	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of Ancient woodland		0	0	0	0	0	0	-	0	0	0	0	0	0		
	250m of a Wildlife Site		-	0	0	0	-	0	0	0	-	-	-	0	0		
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	-	0	-			
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	0	0	0	0	0	0	0	0	-	0			
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>																
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0			
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0			
Accessible natural green space (natural/semi-natural green space)	-		0	0	0	0	0	0	0	-	-	0	0				
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>																
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	-	-	-	-	-	-	-	+	-	+	-		
	GP surgery		-	+	-	-	-	-	-	-	-	+	+	-	+		
	Library(permanent or mobile library stop)		-	+	-	-	-	-	-	-	+	-	-	-	-		
	Leisure centre		-	-	-	-	-	-	-	-	+	-	+	+	-		
	Children's playground		+	+	+	-	-	-	-	+	+	+	+	+	+		
	Outdoor sports facility		+	+	+	-	+	-	-	+	+	+	+	+	+		
Amenity green space	+		+	+	-	-	-	-	+	+	+	+	+	+			
Accessible natural green space (natural/semi-natural green space)	+	+	-	-	+	-	-	-	+	+	+	+	+				
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	+	-	-	-	+	+	-	+	-	-			
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	0	-	-	-	-	-	-	0	-	0	0			
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	0	0	0	0	0	0			
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	0	0	0	-	0	0	-	0	0	0	0			
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	0	0	0	0	0	+	0	0	0			
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>																
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0			
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0			
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0			
	a Conservation Area		0	--	0	0	0	0	0	0	0	0	0	0			
a Listed Building	0		--	0	0	0	--	0	0	0	0	0	0				
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>																
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0			
	300m of a Registered Battlefield		0	0	0	0	0	0	0	-	0	0	0	0			
	300m of a Registered Park or Garden		0	0	0	0	-	0	0	0	0	0	0	0			
	300m of a Conservation Area		-	-	0	0	0	0	0	0	-	0	-	-			
300m of a Listed Building	0		-	0	-	0	-	0	0	-	0	-	-				
15	<b>Site is wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)														
	<b>Site is wholly/partly classified as high landscape sensitivity for residential</b>		Minus score (-)														
	<b>Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential</b>		Zero score (0)		0	0	0	0	0	0	0						
	<b>Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary</b>		Plus score (+)		+	+					+	+	+	+	+		
Please note: where a site falls into more than one category, highest sensitivity category is recorded																	
<b>Overall Score</b>			-6	-1	-3	-11	-9	-13	-9	-5	1	0	1	2	-2		
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Good	Fair	Poor	Poor	Poor	Poor	Fair	Good	Good	Good	Good	Fair		
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Good	Fair	Fair	Fair	Poor	Fair	Fair	Good	Good	Good	Good	Good		

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21



Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury		
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			SHR039X	SHR040	SHR041X	SHR042	SHR043X	SHR044	SHR046	SHR053	SHR054a	SHR054b	SHR054c	SHR055	SHR056		
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>																
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0			
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>																
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	250m of a Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0			
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>																
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	0		
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	0			
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>																
	Primary School	Yes = plus score (+) No = minus score (-)	+	+	+	-	-	-	-	+	+	-	-	-	-		
	GP surgery		-	-	+	-	-	-	-	-	+	-	-	+	-	-	
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Leisure centre		-	-	-	-	+	-	-	-	-	-	-	-	-	-	
	Children's playground		-	+	+	+	+	-	-	-	+	+	-	-	-	-	
	Outdoor sports facility		+	+	+	+	+	-	-	-	+	+	+	+	-	-	
Amenity green space	+		+	+	+	+	-	-	-	+	+	+	+	+	-		
Accessible natural green space (natural/semi-natural green space)	+	+	+	+	+	+	-	-	+	-	+	+	+	+			
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	+	-	+	+	-	+	-	-	+	+	+		
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	+	0	0	+	0	+	0	+	0	0	0	0		
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>																
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0	0		
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	0			
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>																
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0	0		
300m of a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	0			
15	<b>Site is wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)														
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)															
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)															
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)	+	+	+	+	+										
Please note: where a site falls into more than one category, highest sensitivity category is recorded																	
<b>Overall Score</b>			0	-2	-3	-6	3	-9	-11	-1	-2	-7	-7	-4	-9		
<b>Overall Settlement Sustainability Conclusion</b>			Good	Fair	Fair	Fair	Good	Poor	Poor	Good	Fair	Fair	Fair	Fair	Poor		
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Good	Good	Fair	Fair	Good	Fair	Fair	Good	Good	Fair	Fair	Fair	Fair		

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury		
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			SHR057	SHR058	SHR059X	SHR060	SHR063	SHR064	SHR065	SHR066	SHR067	SHR074	SHR075X	SHR076	SHR077		
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>																
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Wildlife Site		0	--	0	0	0	0	0	0	0	0	0	0	0		
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0			
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>																
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0			
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0			
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0			
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0			
	250m of a Wildlife Site		0	-	0	0	-	0	-	0	-	-	0	0	0		
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	-	-	0			
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	0	-	0	0	-	-	0	0	-	0	-	-		
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>																
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0			
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0			
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	-	0				
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>																
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	-	-	-	-	+	-	-	+	-	+	+		
	GP surgery		+	-	-	-	-	-	-	-	-	-	-	-	-		
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	+	-	-	-	-		
	Leisure centre		-	-	-	-	-	-	-	-	-	+	+	+	+		
	Children's playground		+	-	-	+	+	+	+	+	+	+	+	+	+		
	Outdoor sports facility		+	+	-	+	+	+	+	+	+	+	+	+	+		
Amenity green space	+		+	+	+	+	+	-	-	+	+	+	+	+			
Accessible natural green space (natural/semi-natural green space)	+	+	-	+	+	-	-	-	+	+	+	+	-				
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> .	Yes = plus score (+) No = minus score (-)	+	-	+	-	-	+	-	+	+	-	-	-	+		
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	0	0	0	0	0			
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	0	0	0	0	0	0			
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	-	0	0	0	0	0	0	-	0	-	0	0		
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	0	+	0	+	0	+	0	0	0	+		
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	-	0	0	0	0	0			
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>																
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0			
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0			
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0			
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0			
a Listed Building	--		--	0	0	0	0	0	0	0	0	0	0	0			
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>																
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0			
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0			
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0			
	300m of a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0			
300m of a Listed Building	-		-	0	0	-	0	0	0	-	0	0	-	0			
15	<b>Site is wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)														
	<b>Site is wholly/partly classified as high landscape sensitivity for residential</b>		Minus score (-)														
	<b>Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential</b>		Zero score (0)		0	0	0	0	0	0	0	0	0	0			
	<b>Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary</b>		Plus score (+)						+		+	+	+	+	+		
Please note: where a site falls into more than one category, highest sensitivity category is recorded																	
<b>Overall Score</b>			-2	-11	-7	-2	-3	-2	-7	-3	1	1	-1	-3	1		
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Poor	Fair	Fair	Fair	Fair	Fair	Fair	Good	Good	Fair	Fair	Good		
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Good	Fair	Fair	Good	Fair	Good	Fair	Fair	Good	Good	Good	Fair	Good		

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury		
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			SHR080	SHR081	SHR083	SHR084	SHR085	SHR086	SHR088	SHR090X	SHR093	SHR096	SHR099	SHR100	SHR101X		
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>																
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0			
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>																
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of a Site of Special Scientific Interest		0	0	0	0	0	-	0	0	0	0	0	0	0		
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	250m of a Wildlife Site		0	-	0	0	0	-	0	0	-	-	-	-	-		
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0			
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	-	0	-	-	0	0	0	-	0	-	0		
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>																
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	0		
Accessible natural green space (natural/semi-natural green space)	0		-	0	0	0	0	0	0	0	0	0	0	0			
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>																
	Primary School	Yes = plus score (+) No = minus score (-)	-	+	+	+	-	+	-	-	-	+	-	-	-		
	GP surgery		-	+	-	-	-	-	-	-	-	-	-	-	-	-	
	Library(permanent or mobile library stop)		-	+	-	-	-	-	-	+	-	-	-	-	-	-	
	Leisure centre		+	-	-	-	-	+	-	-	-	-	-	-	-	-	
	Children's playground		-	-	-	+	-	+	-	-	+	+	+	+	+	+	
	Outdoor sports facility		+	+	+	+	-	+	+	+	+	+	+	+	+	+	
Amenity green space	-		-	+	+	+	+	+	+	+	+	+	+	+	+		
Accessible natural green space (natural/semi-natural green space)	+	+	-	+	-	+	-	+	+	+	+	+	+	+			
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	+	+	+	+	+	+	+	+	+	-	+	+		
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	-	-	-	-	0		
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	-	0	-	0	0	0	0	-	-	0		
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	-	-	-	0	0	0	0	0	-	-	-	0		
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	-	0	0	0	0	0	-	0	0	0	0	0		
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	+	+	+	+	+	+	+	0	0	0	+	0		
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>																
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Conservation Area		0	-	0	0	0	0	0	-	0	0	0	-	-	-	
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>																
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Scheduled Monument		0	-	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Registered Park or Garden		0	-	0	0	0	0	0	0	0	0	0	-	0		
	300m of a Conservation Area		0	-	0	-	-	0	0	0	-	0	-	-	-		
300m of a Listed Building	0		-	0	-	0	-	0	-	-	-	0	-	-			
15	<b>Site is wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)														
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)										-	-	-			
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)									0						
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)		+	+	+	+	+	+	+					+		
Please note: where a site falls into more than one category, highest sensitivity category is recorded																	
<b>Overall Score</b>			-3	-6	-1	1	-5	2	-1	-2	-2	-4	-4	-11	-3		
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Fair	Good	Good	Fair	Good	Good	Fair	Fair	Fair	Fair	Poor	Fair		
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Fair	Good	Good	Fair	Good	Good	Good	Good	Fair	Fair	Fair	Fair		

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury		
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			SHR103	SHR104	SHR105	SHR106	SHR109	SHR110	SHR111	SHR115	SHR116	SHR117	SHR120	SHR121	SHR123		
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>																
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ramsar Site		0	0	0	0	--	0	0	0	0	0	0	0	0		
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Site of Special Scientific Interest		0	0	0	0	--	0	0	0	0	0	0	0	0		
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Wildlife Site		0	0	0	0	--	0	0	0	0	0	0	0	0		
Local Nature Reserve	0		0	--	0	0	0	0	0	0	0	0	0	--			
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>																
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1km of a Ramsar Site		0	0	0	0	-	0	0	0	0	0	0	0			
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0			
	500m of a Site of Special Scientific Interest		0	0	0	0	-	0	0	0	0	0	0	0			
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0			
	250m of a Wildlife Site		0	-	0	0	-	0	-	-	-	0	0	-	0		
100m of a Local Nature Reserve	0		0	-	0	0	0	0	0	0	0	0	0	-			
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	-	-	-	-	0	-	-	-	0	0	0		
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>																
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Outdoor sports facility		-	0	-	0	0	0	0	0	0	0	0	0			
	Amenity green space		0	0	-	0	0	0	0	0	0	0	0	0			
Accessible natural green space (natural/semi-natural green space)	0		0	-	0	0	0	0	0	0	0	0	0				
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>																
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	-	+	-	-	-	-	-	-	+	-			
	GP surgery		-	-	+	-	-	+	-	-	-	-	-	-			
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	-	-	-	-			
	Leisure centre		+	-	+	-	-	-	-	-	-	-	-	-			
	Children's playground		+	-	+	-	+	-	-	-	-	-	-	+			
	Outdoor sports facility		+	-	+	+	-	-	-	+	+	+	+	+			
Amenity green space	+		+	+	-	+	+	+	+	+	+	+	+				
Accessible natural green space (natural/semi-natural green space)	+	-	+	+	+	+	+	+	+	-	+	+					
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	-	-	-	+	+	-	+	+	+	+	+			
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	0	0	0	-	-	-	0	0	0	0	0			
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	-	0	0	0	-	0	0	0	-	-	0			
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	-	0	0	0	0	-	-	-	0	-			
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	0	+	0	0	0	+	0	0	+	+	+			
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	-	0	0	0	0	0			
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>																
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0			
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0			
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0			
	a Conservation Area		0	0	0	--	0	0	0	--	--	0	0	0			
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0				
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>																
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0			
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0			
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0			
	300m of a Conservation Area		0	0	-	-	0	0	-	-	0	0	-	-			
300m of a Listed Building	0		0	-	-	0	-	-	0	-	-	0	-				
15	<b>Site is wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)														
	<b>Site is wholly/partly classified as high landscape sensitivity for residential</b>		Minus score (-)														
	<b>Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential</b>		Zero score (0)			0		0	0								
	<b>Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary</b>		Plus score (+)		+		+	+			+	+	+	+	+		
Please note: where a site falls into more than one category, highest sensitivity category is recorded																	
<b>Overall Score</b>			5	-9	-5	-7	-12	-5	-8	-7	-7	-3	1	0	-2		
<b>Overall Settlement Sustainability Conclusion</b>			Good	Poor	Fair	Fair	Poor	Fair	Fair	Fair	Fair	Fair	Good	Good	Fair		
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Good	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Good	Good	Good		

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury		
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			SHR124X	SHR126	SHR127	SHR131	SHR132	SHR134	SHR137X	SHR138X	SHR139	SHR140	SHR141X	SHR142	SHR143X		
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>																
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0			
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>																
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0			
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0			
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0			
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0			
	250m of a Wildlife Site		0	0	0	0	-	-	0	-	-	-	0	0			
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0				
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	-	0	-	-	0	-	0		
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>																
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0			
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0			
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0				
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>																
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	+	+	-	-	-	+	+	-	-	-			
	GP surgery		+	-	-	-	-	+	-	+	-	-	+	-			
	Library(permanent or mobile library stop)		+	-	-	-	+	+	-	+	-	-	-	-			
	Leisure centre		-	-	-	-	-	-	-	+	+	-	-	-			
	Children's playground		+	+	+	+	+	+	+	+	+	+	+	+			
	Outdoor sports facility		+	+	+	+	+	+	+	+	+	+	+	+			
Amenity green space	+		+	+	+	+	+	+	+	+	+	+	+				
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	-	+	+	+	-	+	+	+	+	-			
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	-	0	0	-			
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	-	0	0	0	0	0	0	0	0			
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	-	0	-	0	-	0	0			
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	-	-	0	-	0	0	0	0			
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	+	+	+	+	+	0	0	+	+	+	0			
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>																
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0			
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0			
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0			
	a Conservation Area		--	--	0	0	--	--	0	--	0	--	--	0			
a Listed Building	0		0	0	0	--	--	0	--	0	0	0	0				
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>																
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0				
	300m of a Scheduled Monument		-	0	0	0	-	-	0	-	0	-	0				
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0				
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	-	0	-	0				
	300m of a Conservation Area		-	-	0	-	-	-	0	-	-	-	0				
300m of a Listed Building	-		-	0	-	-	-	0	-	0	-	0					
15	Site is wholly/partly classified as very high landscape sensitivity for residential	Double minus score (-)															
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)															
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)										0	0				
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)	+	+	+	+	+	+	+	+	+	+					
Please note: where a site falls into more than one category, highest sensitivity category is recorded																	
<b>Overall Score</b>			0	-1	3	2	-4	-3	-1	-3	3	-8	-1	-10	-11		
<b>Overall Settlement Sustainability Conclusion</b>			Good	Good	Good	Good	Fair	Fair	Good	Fair	Good	Fair	Good	Poor	Poor		
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Good	Good	Good	Good	Fair	Fair	Good	Fair	Good	Fair	Good	Fair	Fair		

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			SHR144X	SHR145	SHR146	SHR147	SHR148	SHR149	SHR150	SHR154	SHR157	SHR157VAR	SHR158	SHR159	SHR160	
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>															
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0	
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>															
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	0	
	250m of a Wildlife Site		0	0	0	0	-	0	-	-	-	-	0	-	0	
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	0	-	-	-	-	-	-	-	-	-	-	-	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>															
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>															
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	+	+	-	-	+	+	-	-	+	-	-	
	GP surgery		-	-	-	-	-	-	-	-	-	-	-	+	-	
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	-	-	-	-	-	
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	+	-	
	Children's playground		+	-	+	+	-	-	+	+	-	+	-	+	-	
	Outdoor sports facility		+	+	+	+	+	-	+	+	-	-	-	+	-	
Amenity green space	+		+	+	+	+	-	+	+	-	-	+	+	-		
Accessible natural green space (natural/semi-natural green space)	+	+	-	-	+	-	+	+	-	-	+	+	-			
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> .	Yes = plus score (+) No = minus score (-)	+	+	+	+	+	-	+	+	-	+	+	+	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	-	-	-	0	-	0	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	-	0	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	-	-	0	0	-	-	0	0	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	+	+	0	0	+	0	+	+	0	+	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>															
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		-	0	0	0	-	0	0	0	0	0	0	0	0	
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>															
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	0	0	-	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		-	0	0	0	-	0	-	0	0	0	0	0	0	
300m of a Listed Building	-		0	0	0	-	-	-	-	-	0	-	-	0		
15	<b>Site is wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)													
	<b>Site is wholly/partly classified as high landscape sensitivity for residential</b>		Minus score (-)													
	<b>Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential</b>		Zero score (0)			0			0		0	0	0	0	0	
	<b>Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary</b>		Plus score (+)		+		+	+	+		+	+				
Please note: where a site falls into more than one category, highest sensitivity category is recorded																
<b>Overall Score</b>			-3	-2	0	0	-6	-12	-1	-6	-12	-9	-8	-1	-13	
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Fair	Good	Good	Fair	Poor	Good	Fair	Poor	Poor	Fair	Good	Poor	
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Good	Good	Good	Fair	Fair	Good	Fair	Fair	Fair	Fair	Good	Poor	

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury		
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			SHR161	SHR162	SHR163	SHR164	SHR165	SHR166	SHR167	SHR168	SHR169	SHR170	SHR171	SHR172	SHR173		
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>																
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Wildlife Site		0	0	0	--	0	0	0	0	0	0	0	0	--		
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0			
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>																
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1km of a Ramsar Site		0	0	-	0	0	0	0	0	0	0	0	0	-		
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of a Site of Special Scientific Interest		0	0	-	0	0	0	0	0	0	0	0	0	-		
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	250m of a Wildlife Site		0	-	-	-	0	-	-	0	-	-	0	-	-		
100m of a Local Nature Reserve	0		0	0	0	-	0	0	0	0	0	0	0	0			
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	0	-	0	0	0	-	-	-	0	0	0	-		
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>																
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	0		
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	0			
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>																
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	+	-	-	-	-	+	-	-	+	+	+		
	GP surgery		-	-	-	-	+	-	-	-	-	-	+	+	-		
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	-	-	-	-	-		
	Leisure centre		-	-	-	-	+	-	-	-	-	-	-	-	-		
	Children's playground		+	-	+	-	+	-	-	+	+	-	+	+	+		
	Outdoor sports facility		-	-	+	-	+	-	+	+	-	-	+	+	+		
Amenity green space	+		+	+	-	+	+	+	+	+	+	+	+	+			
Accessible natural green space (natural/semi-natural green space)	+	+	+	-	+	+	+	-	-	+	+	+	+				
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	+	-	-	-	+	+	-	+	+	+	+		
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	0	-	-	-	-	-	0	-			
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	-	0	0	0	0	-	0	0	-	-	0	0		
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	-	-	-	-	0	-	-	-	-	-		
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	0	0	0	0	+	0	0	+	+	0		
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>																
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	--	0		
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>																
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	-	0		
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Registered Park or Garden		0	-	0	0	0	0	0	0	0	-	0	0	0		
	300m of a Conservation Area		0	0	0	0	-	0	-	0	0	0	0	-	0		
300m of a Listed Building	0		0	0	-	0	0	-	0	-	0	-	-	0			
15	<b>Site is wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)														
	<b>Site is wholly/partly classified as high landscape sensitivity for residential</b>		Minus score (-)														
	<b>Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential</b>		Zero score (0)		0	0	0	0	0	0	0	0	0	0	0		
	<b>Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary</b>		Plus score (+)						+					+			
Please note: where a site falls into more than one category, highest sensitivity category is recorded																	
<b>Overall Score</b>			-4	-7	-2	-15	1	-8	-7	-2	-10	-9	1	-2	-5		
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Fair	Fair	Poor	Good	Fair	Fair	Fair	Poor	Poor	Good	Fair	Fair		
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Fair	Good	Poor	Good	Fair	Fair	Good	Fair	Fair	Good	Good	Fair		

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury		
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			SHR174	SHR175	SHR176	SHR177	SHR178	SHR179	SHR180	SHR181	SHR182	SHR183	SHR184x	SHR185	SHR186		
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>																
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		--	0	0	0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		--	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		--	0	--	0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		--	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>																
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		-	0	0	0	0	-	-	-	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	250m of a Wildlife Site		-	-	-	0	-	-	0	-	0	-	0	0	0	0	0
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	-	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	0	-	-	-	-	-	-	0	0	0	0	0	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>																
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	-	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>																
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	+	+	+	+	+	+	-	-	-	-	-	-	
	GP surgery		-	+	-	+	-	-	-	-	-	+	-	-	-	-	-
	Library(permanent or mobile library stop)		-	+	-	-	-	-	-	-	-	-	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Children's playground		+	+	-	+	-	+	+	+	+	+	+	+	+	+	+
	Outdoor sports facility		+	+	+	+	+	+	+	+	+	-	+	+	+	-	+
Amenity green space	+		+	+	+	+	+	+	+	+	-	+	+	+	-	+	
Accessible natural green space (natural/semi-natural green space)	+	+	+	+	-	+	+	+	+	+	+	+	+	+	-		
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	-	+	+	+	+	+	+	+	-	+	+	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	0	-	-	0	-	-	-	-	0	0	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	-	-	0	0	0	0	0	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	-	-	-	0	0	0	0	0	-	0	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	0	+	+	+	0	0	0	0	0	+	0	0	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>																
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	--	0	0	0	0	0	0	0	--	--	0	0	0	0
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>																
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	-	0	0	0	0	0	0	0	-	-	0	0	0	0
300m of a Listed Building	0		-	0	0	-	0	0	0	-	-	0	-	0	0	0	
15	<b>Site is wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)														
	<b>Site is wholly/partly classified as high landscape sensitivity for residential</b>		Minus score (-)														
	<b>Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential</b>		Zero score (0)		0	0	0	0	0	0	0	0	0	0	0	0	
	<b>Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary</b>		Plus score (+)			+		+				+	+				
Please note: where a site falls into more than one category, highest sensitivity category is recorded																	
<b>Overall Score</b>			-7	-3	-6	2	-4	-1	0	-2	-5	-2	-3	-5	-3		
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Fair	Fair	Good	Fair	Good	Good	Fair	Fair	Fair	Fair	Fair	Fair		
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Fair	Fair	Good	Fair	Good	Good	Good	Fair	Good	Fair	Fair	Fair		

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21



Criteria	Criteria Description	Scoring Guide	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:	Settlement:		
			Shrewsbury	Shrewsbury	Shrewsbury	Shrewsbury	Shrewsbury	Shrewsbury	Shrewsbury	Shrewsbury	Shrewsbury	Shrewsbury	Shrewsbury	Shrewsbury	Shrewsbury	Shrewsbury
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			SHR187	SHR188	SHR189	SHR190	SHR191	SHR192	SHR193	SHR194	SHR195	SHR196	SHR197	SHR197VAR	SHR198	
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>															
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>															
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	0	
	250m of a Wildlife Site		0	0	-	-	0	0	0	0	0	0	0	0	0	0
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	-	0	0	0	0	0	0	0	-	0	0	-	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>															
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>															
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	-	-	-	-	+	-	+	-	-	-	
	GP surgery		-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Children's playground		-	-	+	+	-	-	-	-	+	-	+	-	-	-
	Outdoor sports facility		-	-	-	-	-	-	-	-	+	+	+	+	+	-
Amenity green space	-		-	+	+	-	-	-	-	-	-	+	-	-	-	
Accessible natural green space (natural/semi-natural green space)	+	-	+	+	-	-	-	-	+	-	+	-	-	-		
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	-	+	+	-	-	-	-	+	-	+	+	-	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	-	0	0	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	0	+	0	0	0	0	+	0	0	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	-	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>															
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0	0	
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>															
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	-	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	-	0	-	0	-	-	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0	0	
300m of a Listed Building	0		-	-	-	-	-	0	0	-	-	0	0	0		
15	Site is wholly/partly classified as very high landscape sensitivity for residential	Double minus score (-)														
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)														
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)														
Please note: where a site falls into more than one category, highest sensitivity category is recorded																
<b>Overall Score</b>			-8	-12	-4	-4	-10	-11	-12	-4	-10	-4	-8	-7	-14	
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Poor	Fair	Fair	Poor	Poor	Poor	Fair	Poor	Fair	Fair	Fair	Poor	
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Poor	

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury		
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			SHR199	SHR200	SHR201	SHR203	SHR204	SHR205	SHR206	SHR207	SHR208	SHR209	SHR210	SHR211	SHR212		
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>																
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0			
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>																
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1km of a Ramsar Site		0	-	0	0	0	0	0	0	0	0	0	0	0		
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of a Site of Special Scientific Interest		0	-	0	0	0	0	0	0	0	0	0	0	0		
	500m of Ancient woodland		0	0	-	0	0	0	0	0	0	0	0	0	0		
	250m of a Wildlife Site		-	-	0	0	0	0	0	-	0	-	0	0	-		
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0			
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	-	0	-	-	0	0	0	0	-	0	-	0		
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>																
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0			
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0			
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0				
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>																
	Primary School	Yes = plus score (+) No = minus score (-)	-	+	-	-	-	-	-	-	-	-	-	-	-		
	GP surgery		-	-	-	-	-	-	-	-	-	-	-	-	-		
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	-	-	-	-	-		
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-	-		
	Children's playground		-	+	-	+	-	-	-	-	-	-	-	+	-		
	Outdoor sports facility		-	+	-	+	-	-	+	-	-	-	-	+	+		
	Amenity green space		-	+	-	+	-	+	+	+	+	+	+	+	-		
Accessible natural green space (natural/semi-natural green space)	+		+	-	-	-	-	+	+	-	-	+	+	+			
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	+	-	+	+	-	+	+	-	+	-	-			
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	0	-	-	-	-	-	0	0	-	-	0			
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	-	-	-	-	-	0	0			
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	0	0	-	0	0	0	0	0	0	0	-			
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	0	0	0	0	0	0	+	+	0			
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>																
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0			
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0			
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0			
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0			
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0				
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>																
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0			
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0			
	300m of a Registered Battlefield		0	0	-	-	-	0	0	0	0	0	0	0			
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0			
	300m of a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0			
	300m of a Listed Building		0	0	0	0	0	0	-	-	0	0	0	0			
15	Site is wholly/partly classified as very high landscape sensitivity for residential		Double minus score (-)														
Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)																
Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)	0	0	0		0	0	0	0	0	0		0				
Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)				+				+			+					
Please note: where a site falls into more than one category, highest sensitivity category is recorded																	
<b>Overall Score</b>			<b>-10</b>	<b>-1</b>	<b>-12</b>	<b>-4</b>	<b>-10</b>	<b>-9</b>	<b>-4</b>	<b>-6</b>	<b>-7</b>	<b>-11</b>	<b>-4</b>	<b>-1</b>	<b>-7</b>		
<b>Overall Settlement Sustainability Conclusion</b>			<b>Poor</b>	<b>Good</b>	<b>Poor</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>		
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>		

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
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 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury		
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			SHR213	SHR215	SHR216	SHR217	SHR218	SHR219	SHR221	SHR222	SHR223	SHR224	SHR225	SLC002	SLC003		
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>																
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	0		
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	Wildlife Site		0	0	--	0	0	0	0	0	0	--	0	0	0		
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0			
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>																
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	-	0	0	0		
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	0		
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	-	0	0	0		
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	0		
	250m of a Wildlife Site		-	-	-	0	-	-	0	-	-	-	-	-	-		
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	0			
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	-	0	0	-	-	0	0		
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>																
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Outdoor sports facility		0	0	0	-	0	0	0	0	0	0	0	0	0		
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0	0		
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	0			
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>																
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	-	-	+	-	-	-	-	-	-	-	-		
	GP surgery		+	-	-	-	-	-	+	-	-	-	-	-	-		
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	+	-	-	-	-		
	Leisure centre		+	-	-	+	-	-	-	-	-	-	-	-	-		
	Children's playground		-	-	-	-	-	-	+	-	-	-	+	+	-		
	Outdoor sports facility		+	-	-	+	+	-	-	-	-	+	+	-	-		
Amenity green space	-		-	-	+	+	+	+	-	-	+	+	-	-			
Accessible natural green space (natural/semi-natural green space)	+	-	-	+	+	+	+	-	-	+	+	-	-				
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	-	+	-	-	+	+	-	-	+	+	-	-		
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	0	0	-	-	-	-	-	-	-	0	0		
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	0	-	0	-	0	-	0	-	0	0	-	-		
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	-	-	0	-	0	0	0		
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	+	+	0	0	0	0	0	0	0	0		
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>																
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	0		
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0	0		
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	0			
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>																
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	0		
	300m of a Registered Park or Garden		0	0	-	0	0	0	-	-	0	0	0	0	0		
	300m of a Conservation Area		0	0	0	-	0	0	0	0	0	0	0	0	0		
300m of a Listed Building	0		-	-	0	0	-	0	-	0	-	0	-	0	0		
15	<b>Site is wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)														
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)	-														
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)		0	0				0	0		0	0	0	0		
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)				+											
Please note: where a site falls into more than one category, highest sensitivity category is recorded																	
<b>Overall Score</b>			-4	-12	-13	-1	-4	-4	-5	-15	-11	-7	-5	-11	-11		
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Poor	Poor	Good	Fair	Fair	Fair	Poor	Poor	Fair	Fair	Poor	Poor		
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Fair	Poor	Good	Fair	Fair	Fair	Poor	Fair	Fair	Fair	Fair	Fair		

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Strategic Settlement or Site
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	
			UFF001	UFF002	UFF003X	UFF004	UFF005	UFF006	UFF007	UFF008	SHR057 & SHR177	SHR060, SHR158 & SHR161	
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>												
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>												
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	
	250m of a Wildlife Site		-	-	-	-	-	-	-	-	0	0	
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	0	-	-	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>												
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>												
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	-	-	-	-	-	-	+	
	GP surgery		-	-	-	-	-	-	-	-	-	+	
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	-	-	
	Leisure centre		-	-	-	-	-	-	-	-	-	-	
	Children's playground		-	-	-	-	-	-	-	-	-	+	
	Outdoor sports facility		+	+	+	+	+	+	+	+	+	+	
Amenity green space	-		-	-	-	-	-	-	-	+	+		
Accessible natural green space (natural/semi-natural green space)	-	-	-	-	-	-	-	-	+	+			
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	-	-	-	-	-	-	+	+	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	-	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	-	0	0	0	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	0	0	0	0	0	+	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>												
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	
a Listed Building	0		0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>												
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		0	0	0	0	0	0	0	0	0	0	
	300m of a Listed Building		-	-	-	-	0	-	0	0	-	-	-
15	Site is wholly/partly classified as very high landscape sensitivity for residential		Double minus score (-)										
Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)	-	-	-	-	-	-	-	-	-	-		
Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)									0	0	0	
Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)												
Please note: where a site falls into more than one category, highest sensitivity category is recorded													
<b>Overall Score</b>			<b>-12</b>	<b>-12</b>	<b>-11</b>	<b>-12</b>	<b>-10</b>	<b>-12</b>	<b>-10</b>	<b>-10</b>	<b>-1</b>	<b>-5</b>	
<b>Overall Settlement Sustainability Conclusion</b>			<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Good</b>	<b>Fair</b>	
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			BAY003	BNT002	BRD011	BRD030	BRD032	BWU001	HDL017	HNN026	IRN001	LUD004	LUD041	
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	
	Ancient Woodland		0	--	0	0	0	0	0	0	0	0	0	
	Wildlife Site		0	--	0	0	0	0	0	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	-	0	0	-	0	-	-	-	-	-	
	250m of a Wildlife Site		-	-	0	0	-	0	-	-	-	-	-	
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	-	-	-	0	-	0	-	-	-	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	-	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	-	+	-	-	+	-	+	-	+	-	-	
	GP surgery		-	-	-	-	-	-	-	-	-	-	-	
	Library(permanent or mobile library stop)		-	-	-	-	-	-	+	+	-	-	-	
	Leisure centre		-	-	-	-	-	-	-	+	-	-	-	
	Children's playground		+	-	-	-	+	-	+	+	-	-	+	
	Outdoor sports facility		+	-	-	-	+	-	+	+	+	-	+	
Amenity green space	-		-	+	+	+	-	+	-	-	+	+		
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	+	-	+	+	-	+	+	+	+	-	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	+	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	-	0	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	-	0	-	0	-	-	0	-	-	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	+	+	+	0	0	+	0	+	+	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	
a Listed Building	0		0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	-	0	0	-	0	-	0	-	-	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	
300m of a Listed Building	-		-	-	-	-	-	0	0	-	-	-	-	
15	<b>Site wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)											
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)												
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)		0		0	0	0	0	0	0	0	0	
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)			+									
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			-6	-13	-6	-10	-5	-12	2	-2	-19	-8	-5	
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Fair	Fair	Fair	Good	Fair	Good	Good	Poor	Fair	Good	
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Poor	Fair	Fair	Fair	Fair	Good	Good	Poor	Fair	Fair	

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			Madeley	MDR042 Amended	MDR046	MDR049	MOR012	OSW060	P10	P16	P17a	P17b	P26	
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	
	250m of a Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	0	0	-	0	-	-	0	-		
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	+	-	+	-	-	+	-	-	-	
	GP surgery		-	-	-	-	-	-	+	-	+	-	-	
	Library(permanent or mobile library stop)		-	-	-	-	-	-	+	-	-	-	-	
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	
	Children's playground		-	-	+	-	+	+	+	+	+	+	+	
	Outdoor sports facility		-	+	+	-	+	+	+	+	+	+	+	
Amenity green space	+		+	-	-	+	+	-	-	-	-	-		
Accessible natural green space (natural/semi-natural green space)	-	+	-	-	+	+	-	-	-	-	+			
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	-	-	-	+	+	+	-	+	-		
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-		
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	-	0	0	-	-	-	-	-		
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	-	0	0	-	0	-	-	0	0		
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0		
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	0	0	0	+	0	0	0	+	0		
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	-	0	0	0		
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	
a Listed Building	0		0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		0	0	-	0	0	0	-	0	-	0	-	
300m of a Listed Building	0		0	-	0	-	0	-	-	-	0	-		
15	<b>Site is wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)											
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)			-									
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)			0									
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)												
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			<b>-5</b>	<b>-5</b>	<b>-8</b>	<b>-10</b>	<b>0</b>	<b>-1</b>	<b>-9</b>	<b>-10</b>	<b>-7</b>	<b>-10</b>	<b>-21</b>	
<b>Overall Settlement Sustainability Conclusion</b>			<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
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 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			P26 amended	P26 AmendedV2	P28	P28 & parts of P30 &P40	P28 and parts of CFD001, P30 and P40	P29	P30	P35	P36b
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>										
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	
	Ancient Woodland		--	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	0	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>										
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	0	0	0	0	0	0	0	
	250m of a Wildlife Site		0	0	0	0	0	0	0	0	
100m of a Local Nature Reserve	0		0	0	-	-	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	0	-	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>										
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	-	-	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>										
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	-	-	-	-	+	
	GP surgery		-	-	-	-	-	-	-	-	+
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	+
	Leisure centre		-	-	-	-	-	-	-	-	+
	Children's playground		-	-	-	-	-	-	-	-	+
	Outdoor sports facility		-	-	+	+	+	-	+	+	+
	Amenity green space		-	-	-	-	-	-	-	-	+
Accessible natural green space (natural/semi-natural green space)	+		+	+	+	+	-	+	-	-	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> .	Yes = plus score (+) No = minus score (-)	-	-	+	+	+	-	+	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	-	0	-	-	-	-	-	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	+	+	+	+	+	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>										
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	
	a Scheduled Monument		--	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	
	a Conservation Area		0	0	0	0	0	0	0	--	0
a Listed Building	--		--	--	--	--	--	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>										
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		-	-	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	
	300m of a Conservation Area		-	-	0	-	-	-	0	-	-
300m of a Listed Building	-		-	-	-	-	-	-	-	-	
15	<b>Site is wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)								
	<b>Site is wholly/partly classified as high landscape sensitivity for residential</b>		Minus score (-)								
	<b>Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential</b>		Zero score (0)		0	0	0	0	0	0	
	<b>Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary</b>		Plus score (+)								
Please note: where a site falls into more than one category, highest sensitivity category is recorded											
<b>Overall Score</b>			<b>-20</b>	<b>-16</b>	<b>-8</b>	<b>-12</b>	<b>-12</b>	<b>-16</b>	<b>-6</b>	<b>-5</b>	<b>-3</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			P40	P53b	P54	P56	P59	P61	P63	RED006	RUY020	SHF017	SHF018c	
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	
	Ancient Woodland		0	0	0	--	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	-	-	-	0	-	0	0	0	0	0	
	250m of a Wildlife Site		0	0	0	-	0	-	0	0	0	0	0	
100m of a Local Nature Reserve	-		0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	0	-	0	-	-	0	0	-	-	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		-	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	-	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	+	-	-	-	-	+	+	+	
	GP surgery		-	-	-	-	-	-	-	-	-	+	-	
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	-	-	-	
	Leisure centre		-	-	-	-	-	-	-	-	-	-	+	
	Children's playground		-	-	+	+	-	-	-	-	+	+	+	
	Outdoor sports facility		+	-	-	+	-	-	-	-	+	+	+	
Amenity green space	-		-	-	+	+	+	-	-	+	-	-		
Accessible natural green space (natural/semi-natural green space)	+	-	-	+	-	-	-	-	+	-	-			
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	-	+	+	-	+	+	-	+	+	-	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	0	-	0	-	0	0	-	-	-	-	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	-	0	-	-	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	0	+	0	+	0	0	+	0	0	+	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	-	0	0	0	-	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	--	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	0	0	0	0	0	--	--	0	0	0	0
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	-	-	-	0	0	0	-	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		-	0	0	0	0	-	0	0	0	-	0	0
300m of a Listed Building	-		-	-	-	0	-	0	-	-	-	-	-	
15	Site is wholly/partly classified as very high landscape sensitivity for residential	Double minus score (-)												
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)				-			-	-				
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)	0	0	0		0				0	0	0	
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)												
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			<b>-9</b>	<b>-13</b>	<b>-10</b>	<b>-8</b>	<b>-8</b>	<b>-14</b>	<b>-15</b>	<b>-11</b>	<b>-2</b>	<b>-5</b>	<b>-4</b>	
<b>Overall Settlement Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
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 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21



Criteria	Criteria Description	Scoring Guide	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site
			Site Ref: SHF018d	Site Ref: SHF024	Site Ref: SHF034	Site Ref: SHF035	Site Ref: SHF037	Site Ref: SHH002	Site Ref: SHR057	Site Ref: SHR058	Site Ref: SHR105	Site Ref: SHR109	Site Ref: SHR157
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>												
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>												
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0
	250m of a Wildlife Site		0	0	0	0	0	0	0	0	0	0	0
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	-	-	0	0	0	-	0	-	-	-
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>												
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>												
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	+	+	-	-	+	-	-	-	-
	GP surgery		-	-	+	-	-	-	+	-	+	-	-
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-	+	-	-
	Children's playground		-	-	+	-	-	-	+	-	+	+	-
	Outdoor sports facility		-	-	+	+	-	-	+	+	+	+	-
Amenity green space	-		-	+	-	-	-	+	+	+	+	-	
Accessible natural green space (natural/semi-natural green space)	-	-	-	-	-	-	+	+	+	+	-		
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	-	+	-	-	-	+	-	-	+	-
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	0	-	-	-	0	-	0	0	0	0
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	-	0	0	-	-	-	-	0	0
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	+	0	0	0	0	0	+	0	+
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	-	0	0	0	0	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>												
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>												
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	0	-	0	0	0	0	0	-	0	0
300m of a Listed Building	0		0	-	0	0	0	-	-	-	0	-	
15	<b>Site wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)										
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)											
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)		0	0	0	0	0	0	0	0	0	0
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)									+		
Please note: where a site falls into more than one category, highest sensitivity category is recorded													
<b>Overall Score</b>			-11	-14	-2	-7	-11	-13	-2	-11	-6	-12	-12
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Poor	Good	Fair	Fair	Fair	Good	Fair	Fair	Fair	Fair
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Poor	Good	Fair	Fair	Poor	Good	Fair	Fair	Fair	Fair

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			SHR157 VAR	SHR158	SHR166	SHR174	SHR176	SHR181	SHR190	SHR192	SHR196	SHR197	SHR198	
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	--	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	--	0	0	0	0	0	0	0	
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	--	--	0	0	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		0	0	0	0	0	-	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	-	0	-	0	0	0	0	0	
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	
	250m of a Wildlife Site		-	0	-	-	-	-	-	0	-	-	0	
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	0	-	-	-	0	0	-	0	-	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	+	+	+	-	-	+	-	-	
	GP surgery		-	-	-	-	-	-	-	-	-	-	-	
	Library(permanent or mobile library stop)		-	-	-	-	-	-	-	-	-	-	-	
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	
	Children's playground		-	-	-	+	+	+	+	+	+	+	+	
	Outdoor sports facility		-	-	-	+	+	+	+	-	-	+	+	
Amenity green space	-		+	+	+	+	+	+	+	-	+	-		
Accessible natural green space (natural/semi-natural green space)	-	+	+	+	+	+	+	+	-	+	-			
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	+	-	+	+	+	+	-	-	+	-	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	0	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	-	-	-	0	0	0	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	+	+	0	0	0	+	0	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	-	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	
a Listed Building	0		--	0	0	0	0	0	0	--	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	-	-	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	
300m of a Listed Building	-		-	0	0	0	0	-	-	-	0	0		
15	<b>Site is wholly/partly classified as very high landscape sensitivity for residential</b>		Double minus score (-)											
	<b>Site is wholly/partly classified as high landscape sensitivity for residential</b>		Minus score (-)											
	<b>Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential</b>		Zero score (0)		0	0	0	0	0	0	0	0	0	
	<b>Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary</b>		Plus score (+)											
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			<b>-14</b>	<b>-8</b>	<b>-8</b>	<b>-7</b>	<b>-4</b>	<b>-2</b>	<b>-4</b>	<b>-11</b>	<b>-4</b>	<b>-8</b>	<b>-14</b>	
<b>Overall Settlement Sustainability Conclusion</b>			<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Poor</b>	
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

Criteria	Criteria Description	Scoring Guide	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site
			Site Ref:	Site Ref:	Site Ref:	Site Ref:	Site Ref:
			SHR219	SHR225	STC004	WAH006	WIC010
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>						
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0
	Ramsar Site		0	0	0	0	0
	National Nature Reserve		0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0
	Ancient Woodland		0	0	0	0	0
	Wildlife Site		0	0	0	--	0
Local Nature Reserve	0		0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>						
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0
	500m of Ancient woodland		0	0	0	-	0
	250m of a Wildlife Site		0	-	0	-	-
100m of a Local Nature Reserve	0		0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	-	-	-
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>						
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0
	Amenity green space		0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>						
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	-	-
	GP surgery		-	-	-	-	-
	Library(permanent or mobile library stop)		-	-	-	-	-
	Leisure centre		-	-	-	-	-
	Children's playground		+	+	+	+	-
	Outdoor sports facility		-	-	-	+	-
Amenity green space	+		+	+	-	-	
Accessible natural green space (natural/semi-natural green space)	+	+	-	+	-		
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	+		
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	0	-	0	0
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	+	+	+
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>						
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0
	a Conservation Area		0	0	0	0	0
a Listed Building	0		0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>						
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0
	300m of a Conservation Area		0	0	0	0	0
300m of a Listed Building	0		-	0	0	0	
15	Site is wholly/partly classified as very high landscape sensitivity for residential	Double minus score (-)					
	Site is wholly/partly classified as high landscape sensitivity for residential	Minus score (-)					
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for residential	Zero score (0)	0	0	0	not assessed	not assessed
	Site is wholly classified as low landscape sensitivity for residential or site is inside the development boundary	Plus score (+)					
Please note: where a site falls into more than one category, highest sensitivity category is recorded							
<b>Overall Score</b>			<b>-4</b>	<b>-5</b>	<b>-5</b>	<b>-7</b>	<b>-10</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>

Albrighton Settlement Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Bridgnorth Settlement Range is 7 to -15, Good is 7 to 0 Fair is -1 to -8 Poor is -9 to -15  
 Broseley Settlement Range is 5 to -18, Good is 5 to -2 Fair is -3 to -10 Poor is -11 to -18  
 Highley Settlement Range is 5 to -11 Good is 5 to 0 Fair is -1 to -6 Poor is -7 to -11  
 Much Wenlock Settlement Range is Range is 1 to -11 Good is 1 to -3 Fair is -4 to -7 Poor is -8 to -11  
 Shifnal Settlement Range is -1 to -15 Good is -1 to -5 Fair is -6 to -10 Poor is -11 to -15  
 Shrewsbury Settlement Range is 6 to -15 Good is 6 to -1 Fair is -2 to -8 Poor is -9 to -15  
 Strategic Settlements / Strategic Sites Range is 2 to -21 Good is 2 to -5 Fair is -6 to -13 Poor is -14 to -21  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 7 to -21  
 Good is 7 to -2 Fair is -3 to -12 Poor is -13 to -21

# Shropshire Local Plan

## Additional Sustainability Appraisal Report: Appendix 2

### Updated Stage 2a: Employment Sustainability Appraisal Site Assessment



Criteria	Criteria Description	Scoring Guide	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth
			Site Ref: BRD001	Site Ref: BRD003	Site Ref: BRD005	Site Ref: BRD006	Site Ref: BRD006a	Site Ref: BRD007X	Site Ref: BRD011	Site Ref: BRD012	Site Ref: BRD014	Site Ref: BRD015X	Site Ref: BRD016	Site Ref: BRD017
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	-	-	0	0	0	-	0	0	0
	250m of a Wildlife Site		0	0	0	-	-	0	0	0	0	-	-	0
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	-	-	-	-	0	-	-	-	0	-	0
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	-	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	-	+	-	+	+	-	-	-	-	-	-	+
	GP surgery		-	+	-	-	-	-	-	-	-	-	-	-
	Leisure centre		-	+	-	-	-	-	-	-	-	-	-	-
	Outdoor sports facility		+	+	-	+	+	-	-	+	+	+	+	+
	Amenity green space		+	+	+	+	+	-	+	+	+	+	+	+
Accessible natural green space (natural/semi-natural green space)	-		+	+	+	+	+	+	+	+	+	+	-	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	-	+	+	+	-	+	+	+	+	-
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	-	-	-	0	-	-	0	-	0	-	-
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	-	0	0	0	0	0	0	0	-	0	0
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	+	0	0	0	0	+	0	+	0	0	0
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	-	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	-
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	-	-
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	0
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	-	-
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	0	0	-	-	0	0	-	0	-	-	-
300m of a Listed Building	-		0	-	-	-	0	-	-	0	-	-	-	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)		-		-	-				-			
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)											-	
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)			0				0					0
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)	+						+		+		+	
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			<b>0</b>	<b>3</b>	<b>-6</b>	<b>-5</b>	<b>-4</b>	<b>-3</b>	<b>-6</b>	<b>-1</b>	<b>-6</b>	<b>-5</b>	<b>-10</b>	<b>-2</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth
			Site Ref: BRD018X	Site Ref: BRD019	Site Ref: BRD019a	Site Ref: BRD021	Site Ref: BRD022	Site Ref: BRD023	Site Ref: BRD024	Site Ref: BRD025	Site Ref: BRD026	Site Ref: BRD027	Site Ref: BRD028	Site Ref: BRD030
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0
	250m of a Wildlife Site		0	0	0	0	0	0	0	0	0	0	-	0
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	-	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	+	+	+	+	+	+	+	-	+	-	+	
	GP surgery		+	-	-	-	-	-	-	-	-	+	-	-
	Leisure centre		-	-	-	-	-	-	-	-	-	+	-	-
	Outdoor sports facility		+	+	+	+	+	+	+	+	-	+	+	-
	Amenity green space		-	+	+	-	+	+	+	+	-	+	+	+
Accessible natural green space (natural/semi-natural green space)	+		-	-	-	-	-	-	+	+	-	+	+	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	-	-	-	-	+	+	+	+	+	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	-	-	-	-	-	-	-	0	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	-	-	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	0	+	+	0	0	+	+	0	+
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		--	0	0	0	0	0	0	0	0	--	0	0
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	--	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		-	0	0	0	0	0	0	0	0	0	-	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		-	0	0	-	0	0	0	0	0	-	-	0
300m of a Listed Building	-		0	0	-	-	0	-	-	0	-	-	-	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)												
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)				-	-					-		
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)		0	0				0	0				0
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)	+						+		+	+		
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			-1	-2	-2	-7	-3	2	-1	-1	-4	5	-6	-6
<b>Overall Settlement Sustainability Conclusion</b>			Good	Fair	Fair	Fair	Fair	Good	Good	Good	Fair	Good	Fair	Fair
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Good	Good	Good	Fair	Fair	Good	Good	Good	Fair	Good	Fair	Fair

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth
			Site Ref: BRD031	Site Ref: BRD032	Site Ref: ODY001	Site Ref: ODY002	Site Ref: ODY004	Site Ref: ODY007	Site Ref: ODY008	Site Ref: ODY009	Site Ref: ODY010	Site Ref: ODY011X	Site Ref: P52	Site Ref: P53a
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	-	0	0	0	0	0	0	0	-	-	-
	250m of a Wildlife Site		0	-	-	0	0	0	0	0	-	0	-	0
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	-	-	-	-	-	-	-	-	-	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	-	+	-	+	-	+	+	-	-	-	-	-
	GP surgery		-	-	-	-	-	-	-	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-
	Outdoor sports facility		-	+	+	+	+	+	+	+	+	+	+	-
	Amenity green space		-	+	-	-	-	-	-	-	-	-	-	-
Accessible natural green space (natural/semi-natural green space)	-		+	-	-	-	+	-	-	-	-	-	-	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	+	-	-	-	+	-	-	-	-	-	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	0	0	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)		0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)		0	+	0	0	0	0	0	0	0	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)		0	0	0	0	0	0	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	--	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	--	0	0	--	0	--	--	0	0
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	-	0	-	0	-	0	0	0	-	-	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	0	-	-	-	-	-	-	-	-	0	0
300m of a Listed Building	0		-	-	-	-	-	-	-	-	0	0	0	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)										--		
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)	not assessed	not assessed	-	-	-	-	-	-	-	-		
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)											0	
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)												
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			<b>-9</b>	<b>-5</b>	<b>-10</b>	<b>-11</b>	<b>-10</b>	<b>-5</b>	<b>-10</b>	<b>-12</b>	<b>-13</b>	<b>-11</b>	<b>-12</b>	<b>-10</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Poor</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth
			Site Ref: P53b	Site Ref: P54	Site Ref: P55	Site Ref: P56	Site Ref: P58a	Site Ref: P58b	Site Ref: P59	Site Ref: P61	Site Ref: P62	Site Ref: P63	Site Ref: STC001	Site Ref: STC002
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	--	--	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		-	-	-	-	0	0	0	-	-	0	0	0
	250m of a Wildlife Site		0	0	-	-	0	0	0	-	-	0	0	0
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	-	-	0	0	0	-	-	-	0	0
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	-	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	+	+	-	-	-	-	-	-	-	-
	GP surgery		-	-	-	-	-	-	-	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-
	Outdoor sports facility		-	-	+	+	-	-	-	-	-	-	-	-
	Amenity green space		-	-	+	+	-	-	+	+	-	-	+	-
Accessible natural green space (natural/semi-natural green space)	-		-	+	+	-	-	-	-	+	-	-	-	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	+	+	+	-	-	-	+	+	+	+	+
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	-
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	-	0	0	0	-	-	0	0	0	-	0
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	-	0	0
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	+	+	0	+	+	+	0	+	0	+	+
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	-	0	0	0	0	0	0	-	-	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	--	--	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	0	0	0	0	--	0	--	0	0
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		-	-	-	-	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		0	0	0	0	0	0	0	-	0	0	0	
300m of a Listed Building	-		-	0	-	0	0	0	-	-	0	0		
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)		-								--		
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)	0						-			-		
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)					0	0					0	0
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)												
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			<b>-11</b>	<b>-11</b>	<b>-5</b>	<b>-7</b>	<b>-7</b>	<b>-8</b>	<b>-7</b>	<b>-11</b>	<b>-9</b>	<b>-14</b>	<b>-4</b>	<b>-5</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19



Criteria	Criteria Description	Scoring Guide	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Bridgnorth	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal
			Site Ref: STC003	Site Ref: STC004	Site Ref: STC005	Site Ref: STC006	Site Ref: P10	Site Ref: P14	Site Ref: P15a	Site Ref: P15b	Site Ref: P16	Site Ref: P17a	Site Ref: P17b
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>												
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>												
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0
	250m of a Wildlife Site		0	0	0	0	0	0	0	0	0	0	0
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	0	-	-	-	-	-	0	-	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>												
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>												
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	-	-	-	+	-	-	-	
	GP surgery		-	-	-	-	-	-	-	-	+	-	+
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-
	Outdoor sports facility		-	-	-	-	-	-	-	+	+	+	+
	Amenity green space		+	+	-	-	-	-	-	+	+	-	-
Accessible natural green space (natural/semi-natural green space)	-		-	-	-	-	-	-	-	-	-	-	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	+	+	+	-	-	+	-	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	-	0	0	-	-	-	-	-	-	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	-	0	0	0	0	-	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	+	0	+	0	+	0	+	0	+	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	-	-	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>												
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	
a Listed Building	0		0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>												
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		0	0	0	0	0	0	0	0	0	0	
300m of a Listed Building	-		0	0	0	-	0	-	-	-	0	-	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)											
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)											
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)	0	0	0	0	0	0	0	0	0	0	
	Site is wholly classified as low landscape sensitivity for employment or is site is inside the development boundary	Plus score (+)										+	
Please note: where a site falls into more than one category, highest sensitivity category is recorded													
<b>Overall Score</b>			-6	-5	-6	-6	-11	-6	-11	-13	-8	-7	-8
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Fair	Fair	Fair	Poor	Good	Poor	Poor	Fair	Fair	Fair
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Fair	Fair	Fair	Fair	Fair	Poor	Poor	Fair	Fair	Fair

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal
			Site Ref: SHF005	Site Ref: SHF007	Site Ref: SHF009	Site Ref: SHF013	Site Ref: SHF015	Site Ref: SHF016	Site Ref: SHF017	Site Ref: SHF018a	Site Ref: SHF018b	Site Ref: SHF018c	Site Ref: SHF018d	Site Ref: SHF019
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0
	250m of a Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	-	-	-	-	-	-	0	-	0	-
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	-	-	+	-	+	-	-	+	-	+
	GP surgery		+	-	+	-	-	+	+	-	-	-	-	-
	Leisure centre		-	-	-	+	-	-	-	-	-	+	-	-
	Outdoor sports facility		+	-	+	+	+	+	+	+	-	+	-	+
	Amenity green space		-	-	-	+	-	-	-	-	-	-	-	-
Accessible natural green space (natural/semi-natural green space)	-		-	-	-	-	-	-	-	-	-	-	-	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	-	+	-	-	+	+	-	-	-	-	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	-	0	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	0	+	0	+	+	0	+	0	+	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	-	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0
a Listed Building	--		0	0	0	0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		-	0	-	0	0	-	-	0	0	0	0	0
300m of a Listed Building	-		0	-	0	-	-	-	-	0	-	0	-	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)												
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)												
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)		0		0	0	0	0	0	0	0	0	
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)	+		+									
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			-3	-9	-4	-4	-6	-5	-5	-8	-10	-4	-9	-7
<b>Overall Settlement Sustainability Conclusion</b>			Good	Fair	Good	Good	Good	Good	Good	Fair	Fair	Good	Fair	Fair
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal
			Site Ref: SHF019VAR	Site Ref: SHF021	Site Ref: SHF022	Site Ref: SHF023	Site Ref: SHF024	Site Ref: SHF025	Site Ref: SHF026	Site Ref: SHF027	Site Ref: SHF028	Site Ref: SHF029	Site Ref: SHF032	Site Ref: SHF033
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	0	-	0	0	0	0	0	0	0
	250m of a Wildlife Site		0	0	0	0	-	0	0	0	0	0	0	0
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	0	0	0	-	-	0	0
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	+	+	-	-	-	-	-	+	+	+
	GP surgery		-	-	-	-	-	+	-	+	+	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-	-	-	+	+
	Outdoor sports facility		+	+	+	+	-	+	-	+	+	+	+	+
	Amenity green space		-	-	-	-	-	-	-	-	-	-	-	-
Accessible natural green space (natural/semi-natural green space)	-		-	-	-	-	-	-	-	-	-	-	-	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	-	-	-	-	+	-	+	+	-	-	-
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	-
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	-	-	-	0	-	-	-	-	-	-	-
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	-	0	0	0	0	0	0
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	0	0	0	0	+	+	0	0	0
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	0	0	0	-	0	-	0	0	0
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	0	0	0	0	0	-	0	-	-	0	0
300m of a Listed Building	-		0	-	-	0	-	-	-	-	-	-	-	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)												
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)												
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)	0		0	0	0		0		0	0		
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)		+					+		+	+		+
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			-7	-7	-7	-7	-11	-7	-10	-3	-6	-8	-4	-3
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Fair	Fair	Fair	Poor	Fair	Fair	Good	Good	Fair	Good	Good
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shifnal	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury
			Site Ref: SHF034	Site Ref: SHF035	Site Ref: SHF037	Site Ref: SHF018b & SHF018d	Site Ref: BES001X	Site Ref: BES002	Site Ref: BES003	Site Ref: BIT026	Site Ref: GVH001X	Site Ref: SHR001X
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>											
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>											
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0
	250m of a Wildlife Site		0	0	0	0	0	0	0	0	0	0
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	-	0						
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>											
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0						
	Outdoor sports facility		0	0	0	0						
	Amenity green space		0	0	0	0						
Accessible natural green space (natural/semi-natural green space)	0		0	0	0							
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>											
	Primary School	Yes = plus score (+) No = minus score (-)	+	+	+	-						
	GP surgery		+	-	-	-						
	Leisure centre		-	-	+	-						
	Outdoor sports facility		+	+	+	-						
	Amenity green space		-	-	-	-						
Accessible natural green space (natural/semi-natural green space)	-		-	-	-							
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	-	-	-						
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-						
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	-	-	-						
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	0	0	0						
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0						
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	+	+	0						
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	-						
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>											
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0						
	a Scheduled Monument		0	0	0	0						
	a Registered Battlefield		0	0	0	0						
	a Registered Park or Garden		0	0	0	0						
	a Conservation Area		0	0	0	0						
a Listed Building	0		0	0	0							
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>											
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0						
	300m of a Scheduled Monument		0	0	0	0						
	300m of a Registered Battlefield		0	0	0	0						
	300m of a Registered Park or Garden		0	0	0	0						
	300m of a Conservation Area		-	0	0	0						
300m of a Listed Building	-		-	-	0							
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)										
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)										
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)	0	0	0	0						
	Site is wholly classified as low landscape sensitivity for employment or is site is inside the development boundary	Plus score (+)										
Please note: where a site falls into more than one category, highest sensitivity category is recorded												
<b>Overall Score</b>			<b>-5</b>	<b>-6</b>	<b>-4</b>	<b>-10</b>						
<b>Overall Settlement Sustainability Conclusion</b>			<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>						
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>						

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	
			Site Ref: SHR003	Site Ref: SHR004	Site Ref: SHR005	Site Ref: SHR006	Site Ref: SHR007	Site Ref: SHR008	Site Ref: SHR011	Site Ref: SHR012	Site Ref: SHR014	Site Ref: SHR015	Site Ref: SHR016	Site Ref: SHR019	
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>														
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0	
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0	
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>														
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		-	0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0	
	250m of a Wildlife Site		0	0	-	-	0	0	0	0	0	0	0	-	
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	-	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	0	-	0	0	-	-	-	0	0	-	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>														
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	-	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>														
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	-	+	-	+	+	+	-	-	+	+	
	GP surgery		-	-	+	-	+	+	+	+	+	+	-	+	
	Leisure centre		-	-	+	-	-	-	-	-	-	-	-	+	+
	Outdoor sports facility		+	+	+	+	+	+	+	+	+	+	+	+	+
	Amenity green space		+	+	-	+	+	+	+	+	+	+	+	+	-
Accessible natural green space (natural/semi-natural green space)	-		+	+	+	+	+	+	+	+	+	+	+	-	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	+	+	+	+	+	+	+	+	-	-	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	0	0	0	-	0	0	-	0	0	0	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	-	0	-	0	0	-	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	-	-	0	0	0	0	-	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	-	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	+	+	+	+	+	+	0	+	+	+	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>														
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	--	--	0	0	0	0	0	--	--	0	0	
a Listed Building	0		0	--	0	0	0	0	0	0	--	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>														
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		-	0	-	0	0	0	0	-	-	0	0		
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	-	0	0	0	0	0	0	0	0	0	
	300m of a Conservation Area		-	-	-	-	0	0	-	0	-	-	-	0	
300m of a Listed Building	0		-	-	-	-	-	-	0	-	-	-	0		
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)												--	
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)													
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)													
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)	+	+	+	+	+	+	+	+	+	+	+	+	
Please note: where a site falls into more than one category, highest sensitivity category is recorded															
<b>Overall Score</b>			0	-1	-7	0	2	6	4	2	-3	-2	3	-4	
<b>Overall Settlement Sustainability Conclusion</b>			Good	Fair	Poor	Good	Good	Good	Good	Good	Fair	Fair	Good	Fair	
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Good	Good	Fair	Good	Good	Good	Good	Good	Fair	Good	Good	Fair	

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury
			Site Ref: SHR020	Site Ref: SHR021X	Site Ref: SHR022X	Site Ref: SHR023	Site Ref: SHR025	Site Ref: SHR026	Site Ref: SHR027	Site Ref: SHR031	Site Ref: SHR032	Site Ref: SHR033X	Site Ref: SHR035	Site Ref: SHR036X
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	--	0	0	0	0	0	0	0	0	--	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	-	0	0	0	0	-	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	-	0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	-	0	0	0	0
	250m of a Wildlife Site		0	-	0	0	0	-	0	0	0	-	-	-
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	-	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	-	-	0	0	0	0	0	0	0	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		-	0	0	0	0	0	0	-	-	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	+	+	-	-	-	-	-	-	-	+	-	
	GP surgery		-	-	+	-	-	-	-	-	-	-	+	+
	Leisure centre		-	-	-	-	-	-	-	-	-	+	-	+
	Outdoor sports facility		+	+	+	+	-	+	-	-	+	+	+	+
	Amenity green space		+	+	+	+	-	-	-	-	+	+	+	+
Accessible natural green space (natural/semi-natural green space)	+		+	+	-	-	+	-	-	-	+	+	+	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	+	+	-	-	-	+	+	-	-	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	-	0	-	-	-	-	-	-	0	-	0
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	-	0	0	0	0	0	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	-	0	0	0	-	0	0	-	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	0	0	0	0	0	0	0	0	+	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		--	0	--	0	0	0	0	0	0	0	0	0
a Listed Building	0		0	--	0	0	0	--	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	-	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	-	0	0	0	0	0	0
	300m of a Conservation Area		-	-	-	0	0	0	0	0	0	-	0	-
300m of a Listed Building	-		0	-	0	-	0	-	0	0	0	-	0	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)												
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)						-						
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)				0	0		0	0	0	0		
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)	+	+	+							+		+
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			<b>0</b>	<b>-6</b>	<b>-3</b>	<b>-3</b>	<b>-9</b>	<b>-8</b>	<b>-11</b>	<b>-7</b>	<b>-5</b>	<b>-1</b>	<b>0</b>	<b>1</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury
			Site Ref: SHR037	Site Ref: SHR038	Site Ref: SHR039X	Site Ref: SHR040	Site Ref: SHR041X	Site Ref: SHR042	Site Ref: SHR043X	Site Ref: SHR044	Site Ref: SHR046	Site Ref: SHR053	Site Ref: SHR054a	Site Ref: SHR054b
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	-	0	0	0	0	0	-	0	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	0	-	-	0	0
	250m of a Wildlife Site		0	0	0	-	-	0	0	0	0	0	-	-
100m of a Local Nature Reserve	0		-	0	0	0	-	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	0	0	0	-	0	0	0	0	-	0	0
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		-	0	0	0	-	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	+	+	+	-	-	-	-	+	+	-
	GP surgery		-	+	-	-	+	-	-	-	-	-	+	-
	Leisure centre		+	-	-	-	-	-	+	-	-	-	-	-
	Outdoor sports facility		+	+	+	+	+	+	+	-	-	+	+	+
	Amenity green space		+	+	+	+	+	+	+	-	-	+	+	+
Accessible natural green space (natural/semi-natural green space)	+		+	+	+	+	+	+	+	-	+	-	+	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	-	+	+	+	-	+	+	-	+	-	-
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	0	-	-	0	-	-
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	-	0	0	0	0	0	0	0	0	0
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	-	-	-	-	0	0	0	0	-
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	+	0	0	+	0	+	0	0	+
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	-	-	0	0	0	0	0	0	0
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	-	-	0	0	-	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	-	-	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	-	0	0	0	0	0	0	0
	300m of a Conservation Area		-	-	0	-	-	0	-	0	0	-	0	0
300m of a Listed Building	-		-	0	-	-	-	0	0	0	-	0	0	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)											-	-
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)												
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)							0	0	0			
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)	+	+	+	+	+	+	+	+				
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			2	-2	2	-2	-3	-6	3	-7	-9	-1	-3	-7
<b>Overall Settlement Sustainability Conclusion</b>			Good	Fair	Good	Fair	Fair	Fair	Good	Poor	Poor	Fair	Fair	Poor
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Good	Good	Good	Good	Fair	Fair	Good	Fair	Fair	Good	Fair	Fair

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury
			Site Ref: SHR054c	Site Ref: SHR055	Site Ref: SHR056	Site Ref: SHR057	Site Ref: SHR058	Site Ref: SHR059X	Site Ref: SHR060	Site Ref: SHR063	Site Ref: SHR064	Site Ref: SHR065	Site Ref: SHR066	Site Ref: SHR067
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	--	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0
	250m of a Wildlife Site		-	0	0	0	-	0	0	-	0	-	0	-
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	-	-	-	0	-	0	0	-	-	0	0
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	+	-	-	-	-	-	+	-	-
	GP surgery		-	+	-	+	-	-	-	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-
	Outdoor sports facility		+	-	-	+	+	-	+	+	+	+	+	+
	Amenity green space		+	+	-	+	+	+	+	+	+	+	-	+
Accessible natural green space (natural/semi-natural green space)	+		+	+	+	+	+	-	+	+	-	-	+	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	+	+	+	-	+	-	-	+	-	+	+
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	0	0
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	-	0	-	0	0	0	0	0	0	0	0
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	0	-	-	-	0	0	0	0	0	0	-
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	0	0	0	0	+	0	+	0	+
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	-	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0
a Listed Building	0		0	0	--	--	0	0	0	0	0	0	0	0
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	-
300m of a Listed Building	0		0	-	-	-	0	0	-	0	0	0	-	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)	--									--		
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)												
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)		0	0	0	0	0	0	0	0	0	0	0
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)										+		+
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			-6	-2	-7	-2	-9	-5	-2	-3	-2	-8	-3	-1
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Fair	Poor	Fair	Poor	Fair	Fair	Fair	Fair	Poor	Fair	Fair
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Good	Fair	Good	Fair	Fair	Good	Fair	Good	Fair	Fair	Good

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19



Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury
			Site Ref: SHR074	Site Ref: SHR075X	Site Ref: SHR076	Site Ref: SHR077	Site Ref: SHR080	Site Ref: SHR081	Site Ref: SHR083	Site Ref: SHR084	Site Ref: SHR085	Site Ref: SHR086	Site Ref: SHR088	Site Ref: SHR090X
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	-	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0
	250m of a Wildlife Site		-	0	0	0	0	-	0	0	0	-	0	0
100m of a Local Nature Reserve	0		-	-	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	0	-	-	-	-	-	0	-	-	0	0
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	-	0	0	-	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	+	+	-	+	+	+	-	+	-	-
	GP surgery		-	-	-	-	-	+	-	-	-	-	-	-
	Leisure centre		+	+	+	-	+	-	-	-	-	+	-	-
	Outdoor sports facility		+	+	+	+	+	+	+	+	+	+	+	+
	Amenity green space		+	+	+	+	-	-	+	+	+	+	+	+
Accessible natural green space (natural/semi-natural green space)	+		+	+	-	+	+	-	+	-	+	-	+	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	-	-	+	-	+	+	+	+	+	+	+
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	-	0	-	0	0
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	-	0	0	0	-	-	-	0	0	0	0
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	-	0	0	0	0	0	-
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	+	0	+	+	+	+	+	+	+
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	-	0	0	-	0	0	0	0	0	-
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0	-	0	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	-	0	0	0	0	0	0
	300m of a Conservation Area		-	-	-	-	0	-	0	-	-	0	0	0
300m of a Listed Building	0		0	-	0	0	-	0	-	0	-	0	-	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)												
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)												
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)												
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)	+	+	+	+	+	+	+	+	+	+	+	+
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			<b>1</b>	<b>-1</b>	<b>-3</b>	<b>1</b>	<b>-1</b>	<b>-6</b>	<b>1</b>	<b>1</b>	<b>-3</b>	<b>2</b>	<b>1</b>	<b>-2</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury
			Site Ref: SHR093	Site Ref: SHR096	Site Ref: SHR099	Site Ref: SHR100	Site Ref: SHR101X	Site Ref: SHR103	Site Ref: SHR104	Site Ref: SHR105	Site Ref: SHR106	Site Ref: SHR109	Site Ref: SHR110	Site Ref: SHR111
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0
	250m of a Wildlife Site		-	-	-	-	-	0	-	0	0	-	0	-
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	-	0	-	0	0	0	-	-	-	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	-	0	-	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	-	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	-	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	-	+	+	-	-	+	-	-	+	-	-	-
	GP surgery		-	-	-	-	-	-	-	+	-	-	+	-
	Leisure centre		-	-	-	-	-	-	+	-	+	-	-	-
	Outdoor sports facility		+	+	+	+	+	+	+	+	+	+	+	+
	Amenity green space		+	+	+	+	+	+	+	+	+	+	+	+
Accessible natural green space (natural/semi-natural green space)	+		+	+	+	+	+	+	+	+	+	+	+	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	-	+	+	+	-	-	-	+	+	-
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	0	-	0	0	0	-	-	-
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	-	-	0	0	-	0	0	0	-	0
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	-	-	-	0	0	0	-	0	0	0	0
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	0	0	+	0	+	0	+	0	0	0	+
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	-
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	-	-	0	0	0	-	0	0	0
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	-	0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	-	0	-	-	0	0	-	-	0	0	0
300m of a Listed Building	-		-	0	-	-	0	0	-	-	0	-	0	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)			-	-								-
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)		-										
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)	0						0		0	0		
	Site is wholly classified as low landscape sensitivity for employment or is site is inside the development boundary	Plus score (+)					+	+		+	+			
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			-1	-4	-5	-10	-3	5	-7	-5	-5	-12	-3	-7
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Fair	Fair	Poor	Fair	Fair	Poor	Fair	Fair	Poor	Fair	Poor
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Good	Fair	Fair	Fair	Fair	Good	Fair	Fair	Fair	Poor	Fair	Fair

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury
			Site Ref: SHR115	Site Ref: SHR116	Site Ref: SHR117	Site Ref: SHR120	Site Ref: SHR121	Site Ref: SHR123	Site Ref: SHR124X	Site Ref: SHR126	Site Ref: SHR127	Site Ref: SHR131	Site Ref: SHR132	Site Ref: SHR134
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0
	250m of a Wildlife Site		-	-	0	0	-	0	0	0	0	0	-	-
100m of a Local Nature Reserve	0		0	0	0	0	-	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	-	0	0	0	-	0	0	0	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	-	+	-	-	-	+	+	-	-
	GP surgery		-	-	-	-	-	-	+	-	-	-	-	+
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-
	Outdoor sports facility		+	+	+	+	+	+	+	+	+	+	+	+
	Amenity green space		+	+	+	+	+	+	+	+	+	+	+	+
Accessible natural green space (natural/semi-natural green space)	+		+	-	+	+	+	+	+	+	+	+	+	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	+	+	+	+	+	+	-	+	+	+
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	-	-	0	0	0	0	-	0	0
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	-	-	0	-	0	0	0	0	0	0	-
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	-	-
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	+	+	+	0	0	+	+	+	+	+
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		--	--	0	0	0	0	--	--	0	0	--	--
a Listed Building	0		0	0	0	0	0	0	0	0	0	--	--	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		-	-	0	0	-	-	-	-	0	-	-	-
300m of a Listed Building	-		-	0	-	-	0	-	-	0	-	-	-	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)												
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)												
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)												
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)	+	+	+	+	+	+	+	+	+	+	+	+
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			-5	-5	-1	1	0	-2	-2	-1	3	2	-6	-5
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Fair	Fair	Good	Good	Fair	Fair	Fair	Good	Good	Fair	Fair
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Fair	Good	Good	Good	Good	Good	Good	Good	Good	Fair	Fair

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury
			Site Ref: SHR137X	Site Ref: SHR138X	Site Ref: SHR139	Site Ref: SHR140	Site Ref: SHR141X	Site Ref: SHR142	Site Ref: SHR143X	Site Ref: SHR144X	Site Ref: SHR145	Site Ref: SHR146	Site Ref: SHR147	Site Ref: SHR148
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	--	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	
	250m of a Wildlife Site		0	-	-	-	-	0	0	0	0	0	0	-
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	0	-	-	0	-	0	-	0	-	-	-
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	
	Amenity green space		0	0	0	0	-	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	+	+	-	-	-	-	+	+	-	
	GP surgery		-	+	-	-	+	-	-	-	-	-	-	
	Leisure centre		-	+	+	-	-	-	-	-	-	-	-	
	Outdoor sports facility		+	+	+	+	+	-	-	+	+	+	+	
	Amenity green space		+	+	+	-	+	-	-	+	+	+	+	
Accessible natural green space (natural/semi-natural green space)	+		+	+	+	+	-	-	+	+	-	-		
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	+	+	+	+	+	-	+	+	+	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	0	-	0	0	-	-	0	-	-	0	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	-	0	-	-	0	0	0	0	-	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	-	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	+	+	+	0	0	0	0	+	+	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	
	a Conservation Area		0	--	0	--	--	0	0	--	0	0	0	
a Listed Building	0		--	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	-	0	-	0	0	0	0	0	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	-	0	-	0	0	0	0	0	0	0	
	300m of a Conservation Area		0	-	-	-	-	0	0	-	0	0	0	
300m of a Listed Building	0		-	0	-	0	-	-	-	0	0	0		
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)												
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)												
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)						0		0				
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)	+	+	+	+	+		+	+		+	+	
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			-1	-5	3	-8	-1	-8	-8	-3	0	0	0	-4
<b>Overall Settlement Sustainability Conclusion</b>			Fair	Fair	Good	Poor	Fair	Poor	Poor	Fair	Good	Good	Good	Fair
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Good	Fair	Good	Fair	Good	Fair	Fair	Fair	Good	Good	Good	Fair

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury
			Site Ref: SHR149	Site Ref: SHR150	Site Ref: SHR154	Site Ref: SHR157	Site Ref: SHR157VAR	Site Ref: SHR158	Site Ref: SHR159	Site Ref: SHR160	Site Ref: SHR161	Site Ref: SHR162	Site Ref: SHR163	Site Ref: SHR164
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0
	250m of a Wildlife Site		0	-	-	-	-	0	-	0	0	-	-	-
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	0	-	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	-	+	+	-	-	-	+	-	-	-	+	-
	GP surgery		-	-	-	-	-	-	+	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	+	-	-	-	-	-
	Outdoor sports facility		-	+	+	-	-	-	+	-	-	-	+	-
	Amenity green space		-	+	-	-	-	+	+	-	+	+	+	-
Accessible natural green space (natural/semi-natural green space)	-		+	+	-	-	+	+	-	+	+	+	-	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	+	+	-	-	+	+	+	+	+	-	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	0	-	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	-	0	0	0	0	0	-	-	0	0
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	-	-	0	0	0	0	0	0	0	0	-
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	+	0	+	+	0	+	0	0	0	0	0
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	-	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	-	0	0	0	0	0	0	0	0	0	0
300m of a Listed Building	-		-	-	-	0	-	-	0	0	0	0	-	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)												
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)												
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)	0			0	0	0	0	0	0	0		
	Site is wholly classified as low landscape sensitivity for employment or is site is inside the development boundary	Plus score (+)		+	+									
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			<b>-10</b>	<b>-1</b>	<b>-4</b>	<b>-10</b>	<b>-9</b>	<b>-6</b>	<b>-1</b>	<b>-11</b>	<b>-4</b>	<b>-6</b>	<b>-2</b>	<b>-12</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Poor</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury
			Site Ref: SHR165	Site Ref: SHR166	Site Ref: SHR167	Site Ref: SHR168	Site Ref: SHR169	Site Ref: SHR170	Site Ref: SHR171	Site Ref: SHR172	Site Ref: SHR173	Site Ref: SHR174	Site Ref: SHR175	Site Ref: SHR176
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0
	250m of a Wildlife Site		0	-	-	0	-	-	0	-	-	-	-	-
100m of a Local Nature Reserve	-		0	0	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	-	-	-	0	0	0	-	-	0	-
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	+	-	-	-	+	+	+	-	+
	GP surgery		+	-	-	-	-	-	-	+	+	-	-	+
	Leisure centre		+	-	-	-	-	-	-	-	-	-	-	-
	Outdoor sports facility		+	-	+	+	-	-	+	+	+	+	+	+
	Amenity green space		+	+	+	+	+	+	+	+	+	+	+	+
Accessible natural green space (natural/semi-natural green space)	+		+	+	-	-	+	+	+	+	+	+	+	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	-	+	+	-	+	+	+	+	+	+	-
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	-	-	-	-	-	-	0	-	-	0	-
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	-	0	0	-	-	0	0	0	0	0
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	-	-	0	-	-	-	-	-	-	-	-
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	+	0	0	+	+	0	+	0	+
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		-	0	-	0	0	0	0	0	0	0	0	0
300m of a Listed Building	0		0	0	-	0	-	0	-	0	0	-	0	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)				--	--							
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)		-	-			-						-
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)							0		0	0		
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)	+							+			+	
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			1	-7	-6	-3	-11	-8	1	0	-5	-7	-5	-5
<b>Overall Settlement Sustainability Conclusion</b>			Good	Poor	Fair	Fair	Poor	Poor	Good	Good	Fair	Poor	Fair	Fair
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Good	Fair	Fair	Fair	Fair	Fair	Good	Good	Fair	Fair	Fair	Fair

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury
			Site Ref: SHR177	Site Ref: SHR178	Site Ref: SHR179	Site Ref: SHR180	Site Ref: SHR181	Site Ref: SHR182	Site Ref: SHR183	Site Ref: SHR184x	Site Ref: SHR185	Site Ref: SHR186	Site Ref: SHR187	Site Ref: SHR188
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>	Yes = double minus score (-) No = zero score (0)												
	Special Area of Conservation		0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0	0	0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>	Yes = minus score (-) No = zero score (0)												
	1km of a Special Area of Conservation		0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	-	0	0	0	0	-	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	-	-	-	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0
	250m of a Wildlife Site		0	-	-	0	-	0	-	0	0	0	0	0
100m of a Local Nature Reserve	0	0	0	0	0	0	0	-	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	0	0	0	0	0	-	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>	Yes = minus score (-) No = zero score (0)												
	Children's playground		0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	-	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0	0	0	0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>	Yes = plus score (+) No = minus score (-)												
	Primary School		+	+	+	+	+	-	-	-	-	-	-	-
	GP surgery		+	-	-	-	-	-	+	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-
	Outdoor sports facility		+	+	+	+	+	-	+	+	-	+	-	-
	Amenity green space		+	+	+	+	+	-	+	+	-	+	-	-
Accessible natural green space (natural/semi-natural green space)	+	-	+	+	+	+	+	+	+	-	+	-		
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	+	+	+	+	-	+	+	-	-	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	0	-	-	-	-	0	0	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	-	0	0	0	0	0	0	0	0	0	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	-	0	0	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	+	0	0	0	0	0	+	0	0	0	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>	Yes = double minus score (-) No = zero score (0)												
	a World Heritage Site or its buffer zone		0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	0	0	0	0	-	-	0	0	0
a Listed Building	0	0	0	0	0	0	0	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>	Yes = minus score (-) No = zero score (0)												
	300m of a World Heritage Site or its buffer zone		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	0	0	0	0	0	0	-	-	0	0	0
300m of a Listed Building	0	-	0	0	0	-	-	0	-	0	0	-		
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)												
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)												
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)	0		0	0	0	0		0	0	0	0	0
	Site is wholly classified as low landscape sensitivity for employment or is site is inside the development boundary	Plus score (+)		+					+	+				
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			<b>2</b>	<b>-2</b>	<b>-1</b>	<b>0</b>	<b>-2</b>	<b>-5</b>	<b>-2</b>	<b>-3</b>	<b>-5</b>	<b>-3</b>	<b>-6</b>	<b>-10</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury
			Site Ref: SHR189	Site Ref: SHR190	Site Ref: SHR191	Site Ref: SHR192	Site Ref: SHR193	Site Ref: SHR194	Site Ref: SHR195	Site Ref: SHR196	Site Ref: SHR197	Site Ref: SHR197VAR	Site Ref: SHR198	Site Ref: SHR199
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	0	-	0	-	0	0	-	0	-
	250m of a Wildlife Site		-	-	0	0	0	0	0	-	-	0	0	-
100m of a Local Nature Reserve	0		0	0	0	0	-	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	-	0	0	-	0
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	-	-	+	-	+	-	-	-	-
	GP surgery		-	-	-	-	-	-	-	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-
	Outdoor sports facility		-	-	-	-	-	+	+	+	+	+	-	-
	Amenity green space		+	+	-	-	-	-	-	+	-	-	-	-
Accessible natural green space (natural/semi-natural green space)	+		+	-	-	-	+	-	+	-	-	-	+	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	-	-	-	-	+	-	+	+	-	-
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-	-	-	-
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	-	0	0	0	0	0	-
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	+	0	0	0	0	+	0	0	0	0
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	-	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0
a Listed Building	0		0	0	0	0	0	0	0	-	0	0	0	0
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0	0	-	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	-	0	-	0	-	-	-	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0
300m of a Listed Building	-		-	-	-	0	0	-	-	0	0	0	0	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)												
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)												-
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)	0	0	0	0	0	0	0	0	0	0	0	
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)												
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			<b>-4</b>	<b>-4</b>	<b>-8</b>	<b>-9</b>	<b>-10</b>	<b>-4</b>	<b>-8</b>	<b>-4</b>	<b>-6</b>	<b>-5</b>	<b>-12</b>	<b>-9</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19



Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury
			Site Ref: SHR200	Site Ref: SHR201	Site Ref: SHR203	Site Ref: SHR204	Site Ref: SHR205	Site Ref: SHR206	Site Ref: SHR207	Site Ref: SHR208	Site Ref: SHR209	Site Ref: SHR210	Site Ref: SHR211	Site Ref: SHR212
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>	Yes = double minus score (-) No = zero score (0)												
	Special Area of Conservation		0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0	0	0	0	0	0	0	0	0	0	0	0		
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>	Yes = minus score (-) No = zero score (0)												
	1km of a Special Area of Conservation		0	0	0	0	0	0	0	0	0	0	0	
	1km of a Ramsar Site		-	0	0	0	0	0	0	0	0	0	0	
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	
	500m of a Site of Special Scientific Interest		-	0	0	0	0	0	0	0	0	0	0	
	500m of Ancient woodland		0	-	0	0	0	0	0	0	0	0	0	
	250m of a Wildlife Site		-	0	0	0	0	0	-	0	-	0	0	
100m of a Local Nature Reserve	0	0	0	0	0	0	0	0	0	0	0	0		
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	0	-	-	0	0	0	0	-	0	-	0
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>	Yes = minus score (-) No = zero score (0)												
	Children's playground		0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0	0	0	0	0	0	0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>	Yes = plus score (+) No = minus score (-)												
	Primary School		+	-	-	-	-	-	-	-	-	-	-	-
	GP surgery		-	-	-	-	-	-	-	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-	-	-	-	-
	Outdoor sports facility		+	-	+	-	-	+	-	-	-	-	+	+
	Amenity green space		+	-	+	-	-	+	+	+	+	+	+	+
Accessible natural green space (natural/semi-natural green space)	+	-	-	-	-	-	+	+	-	-	+	+		
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	-	+	+	-	+	+	-	-	+	-	-
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	-	-	-	-	-	0	0	-	-	-	0
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	-	-	-	-	-	-	0	0
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	-	0	0	0	0	0	0	0	0	-
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	0	0	0	0	0	0	+	+	0
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>	Yes = double minus score (-) No = zero score (0)												
	a World Heritage Site or its buffer zone		0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0
a Listed Building	0	0	0	0	0	0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>	Yes = minus score (-) No = zero score (0)												
	300m of a World Heritage Site or its buffer zone		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	-	-	-	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0
300m of a Listed Building	0	0	0	0	0	0	-	-	0	0	0	0	0	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)												
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)												
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)		0		0	0	0	0		0	0		0
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)			+					+			+	
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			<b>-1</b>	<b>-10</b>	<b>-4</b>	<b>-8</b>	<b>-7</b>	<b>-2</b>	<b>-4</b>	<b>-5</b>	<b>-9</b>	<b>-2</b>	<b>-1</b>	<b>-5</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury
			Site Ref: SHR213	Site Ref: SHR215	Site Ref: SHR216	Site Ref: SHR217	Site Ref: SHR218	Site Ref: SHR219	Site Ref: SHR221	Site Ref: SHR222	Site Ref: SHR223	Site Ref: SHR224	Site Ref: SHR225	Site Ref: SLC002
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>													
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	--	0	0	0	0	0	0	--	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>													
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	-	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	-	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0	0	0	0
	250m of a Wildlife Site		-	-	-	0	-	-	0	-	-	-	-	-
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	-	0	0	-	-	0
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>													
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	-	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>													
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	-	-	+	-	-	-	-	-	-	-
	GP surgery		+	-	-	-	-	-	+	-	-	-	-	-
	Leisure centre		+	-	-	+	-	-	-	-	-	-	-	-
	Outdoor sports facility		+	-	-	+	+	-	-	-	-	+	-	-
	Amenity green space		-	-	-	+	+	+	+	+	-	+	+	-
Accessible natural green space (natural/semi-natural green space)	+		-	-	+	+	+	+	+	-	+	+	-	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	-	+	-	-	+	+	-	-	+	+	-
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	0	0	-	-	-	-	-	-	-	0
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	0	-	0	-	0	-	0	-	0	0	-
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	-	-	0	-	0	0
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	+	+	0	0	0	0	0	0	0
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>													
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	0	0	0	0	0	0	0	0	0
a Listed Building	0		0	0	0	0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>													
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	-	0	0	0	0	-	-	0	0	0
	300m of a Conservation Area		0	0	0	-	0	0	0	0	0	0	0	0
300m of a Listed Building	0		-	-	0	0	-	0	-	0	0	-	0	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)	--											
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)			-					-				
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)		0			0	0	0		0	0	0	0
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)				+								
Please note: where a site falls into more than one category, highest sensitivity category is recorded														
<b>Overall Score</b>			<b>-3</b>	<b>-10</b>	<b>-12</b>	<b>1</b>	<b>-1</b>	<b>-4</b>	<b>-3</b>	<b>-12</b>	<b>-11</b>	<b>-7</b>	<b>-5</b>	<b>-9</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Poor</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury	Settlement: Shrewsbury
			Site Ref: SLC003	Site Ref: UFF001	Site Ref: UFF002	Site Ref: UFF003X	Site Ref: UFF004	Site Ref: UFF005	Site Ref: UFF006	Site Ref: UFF007	Site Ref: UFF008	Site Ref: SHR060, SHR158 & SHR161
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>											
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>											
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	-	0	0	0	-	0	0	0
	250m of a Wildlife Site		-	-	-	-	-	-	-	-	-	0
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	-	0	0	0	0	0	0	0	-
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>											
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>											
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	-	-	-	-	-	-	-
	GP surgery		-	-	-	-	-	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-	-	-
	Outdoor sports facility		-	+	+	+	+	+	+	+	+	+
	Amenity green space		-	-	-	-	-	-	-	-	-	+
Accessible natural green space (natural/semi-natural green space)	-		-	-	-	-	-	-	-	-	+	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	-	-	-	-	-	-	-	-	+
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	0	-	-	-	-	-	-	-	-	-
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	0	0	0	-
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	-	0	0	0	0	0
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	0	0	0	0	0	0	0	0
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>											
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	0	0	0	0	0	0	0
a Listed Building	0		0	0	0	0	0	0	0	0	0	--
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>											
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	0	0	0	0	0	0	0	0	0
300m of a Listed Building	0		-	-	-	-	0	-	0	0	-	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)										
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)										
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)	0	0	0	0	0	0	0	0	0	0
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)										
Please note: where a site falls into more than one category, highest sensitivity category is recorded												
<b>Overall Score</b>			-9	-9	-9	-8	-9	-7	-9	-7	-7	-5
<b>Overall Settlement Sustainability Conclusion</b>			Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Fair
<b>Overall Black Country Contribution Sustainability Conclusion</b>			Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site
			Site Ref: ALB018	Site Ref: BAY003	Site Ref: BNT002	Site Ref: BRD011	Site Ref: BRD030	Site Ref: BRD032	Site Ref: BWU001	Site Ref: HNN026	Site Ref: HDL017
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>										
	Special Area of Conservation		0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	--	0	0	0	0	0	0
	Wildlife Site		0	0	--	0	0	0	0	0	0
Local Nature Reserve		0	0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>										
	1km of a Special Area of Conservation		0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	-	0	0	-	0	-	0
	250m of a Wildlife Site		0	-	-	0	0	-	0	-	0
100m of a Local Nature Reserve		0	0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	0	0	0	-	-	-	0	0	-
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>										
	Children's playground		0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)		0	0	0	-	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>										
	Primary School		+	-	+	-	-	+	-	+	+
	GP surgery		-	-	-	-	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-	-
	Outdoor sports facility		+	+	-	-	-	+	-	+	+
	Amenity green space		+	-	-	+	+	+	-	-	+
Accessible natural green space (natural/semi-natural green space)		+	+	-	+	-	+	-	-	+	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	-	+	-	+	+	-	+	+
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	+	-	-	-	-	-
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	-	0	0
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	-	0	-	0	-	0	-
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	+	+	+	0	0	0	+
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>										
	a World Heritage Site or its buffer zone		0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	--	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	0	0	0	0	0	0
a Listed Building		0	0	0	0	--	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>										
	300m of a World Heritage Site or its buffer zone		0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	-	0	0	-	0	0	-
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	0	0	0	0	0	0	-	0
300m of a Listed Building		-	-	-	-	-	-	0	-	0	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (--)									
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)									
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)	0	0		0	0	not assessed	not assessed	0	0
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)			+						
Please note: where a site falls into more than one category, highest sensitivity category is recorded											
<b>Overall Score</b>			<b>0</b>	<b>-6</b>	<b>-11</b>	<b>-4</b>	<b>-8</b>	<b>-5</b>	<b>-10</b>	<b>-4</b>	<b>0</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14

Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13

Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12

Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19

Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19

Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site
			Site Ref: IRN001	Site Ref: LUD004	Site Ref: LUD041	Site Ref: Madeley	Site Ref: MDR042 Amended	Site Ref: MDR046	Site Ref: MDR049	Site Ref: MOR012	Site Ref: OSW060
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>										
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		--	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0
	Wildlife Site		--	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>										
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		-	-	0	0	0	0	0	0	0
	500m of Ancient woodland		-	0	0	0	0	0	0	0	0
	250m of a Wildlife Site		-	-	-	0	0	0	0	0	0
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	-	0	0	0	0	-	0
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>										
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		-	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>										
	Primary School	Yes = plus score (+) No = minus score (-)	-	+	-	-	-	+	-	+	-
	GP surgery		-	-	-	-	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-	-
	Outdoor sports facility		+	-	+	-	+	+	-	+	+
	Amenity green space		-	+	+	+	+	-	-	+	+
Accessible natural green space (natural/semi-natural green space)	+		+	+	-	+	-	-	+	+	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	+	-	+	-	-	+	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	-	0	-	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	-	0	0	-	0	0	-	0
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	+	0	+	0	0	0	+	0
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>										
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0
	a Conservation Area		--	0	0	0	0	0	0	0	0
a Listed Building	0		0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>										
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		-	-	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		-	-	0	0	0	-	0	0	0
300m of a Listed Building	-		-	-	0	0	-	0	-	0	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)									
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)									
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)	0	0	0			0	0	0	0
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)									
Please note: where a site falls into more than one category, highest sensitivity category is recorded											
<b>Overall Score</b>			<b>-17</b>	<b>-6</b>	<b>-5</b>	<b>-3</b>	<b>-3</b>	<b>-8</b>	<b>-8</b>	<b>0</b>	<b>-1</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Poor</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14

Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13

Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12

Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19

Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19

Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site
			Site Ref: P10	Site Ref: P16	Site Ref: P17a	Site Ref: P17b	Site Ref: P26	Site Ref: P26 amended	Site Ref: P26 AmendedV2	Site Ref: P28	Site Ref: P28 & parts of P30 &P40
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>										
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>										
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		-	0	-	-	0	0	0	0	0
	250m of a Wildlife Site		0	0	0	0	0	0	0	0	0
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	-	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	-	0	-	-	-	-	-
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>										
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	-	0	0	0	0	0	-
	Amenity green space		0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	-	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>										
	Primary School	Yes = plus score (+) No = minus score (-)	-	+	-	-	-	-	-	-	-
	GP surgery		+	-	+	-	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-	-
	Outdoor sports facility		+	+	+	+	-	-	-	+	+
	Amenity green space		-	-	-	-	-	-	-	-	-
Accessible natural green space (natural/semi-natural green space)	-		-	-	-	+	+	+	+	+	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	-	+	-	-	-	+	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	-	0	0	-	-	0	-	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	0	+	0	+	0	0	+	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	0	0	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>										
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	-	-	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	0	
	a Conservation Area		-	0	0	0	-	0	0	0	
a Listed Building	0		0	0	0	-	-	-	-		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>										
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	-	-	0	0	
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	-	0	0	0	
	300m of a Conservation Area		-	0	-	0	-	-	-	0	
300m of a Listed Building	-		-	-	0	-	-	-	-		
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)									
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)									
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)	0	0	0	0	0	0	0	0	
	Site is wholly classified as low landscape sensitivity for employment or is site is inside the development boundary	Plus score (+)									
Please note: where a site falls into more than one category, highest sensitivity category is recorded											
<b>Overall Score</b>			<b>-11</b>	<b>-8</b>	<b>-7</b>	<b>-8</b>	<b>-19</b>	<b>-18</b>	<b>-14</b>	<b>-6</b>	<b>-10</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Good</b>	<b>Fair</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site
			Site Ref: P28 and parts of CFD001, P30 and P40	Site Ref: P29	Site Ref: P30	Site Ref: P35	Site Ref: P36b	Site Ref: P40	Site Ref: P53b	Site Ref: P54
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>									
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>									
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	0	0	0	0	-	-
	250m of a Wildlife Site		0	0	0	0	0	0	0	0
100m of a Local Nature Reserve	-		0	0	0	0	-	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	0	-	0	0	0	
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>									
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	
	Outdoor sports facility		-	0	0	0	-	0	0	
	Amenity green space		0	0	0	0	0	0	0	
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0		
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>									
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	+	+	-	-	
	GP surgery		-	-	-	+	-	-	-	
	Leisure centre		-	-	-	+	+	-	-	
	Outdoor sports facility		+	-	+	+	+	-	-	
	Amenity green space		-	-	-	-	+	-	-	
Accessible natural green space (natural/semi-natural green space)	+		-	+	-	-	+	-		
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	-	+	+	+	-	+	
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	0	-	
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	0	0	
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	+	+	0	0	+	+	
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	-	
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>									
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	
	a Scheduled Monument		0	0	0	0	0	0	0	
	a Registered Battlefield		0	0	0	0	0	0	0	
	a Registered Park or Garden		0	0	0	0	0	0	0	
	a Conservation Area		0	0	0	-	0	0	0	
a Listed Building	-		-	0	0	0	0	0		
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>									
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	
	300m of a Scheduled Monument		0	0	0	0	-	-		
	300m of a Registered Battlefield		0	0	0	0	0	0	0	
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	
	300m of a Conservation Area		-	-	0	-	-	-	0	
300m of a Listed Building	-		-	-	-	-	-	-		
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)								
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)							-	
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)	0	0	0	0	0	0		
	Site is wholly classified as low landscape sensitivity for employment or is site is inside the development boundary	Plus score (+)								
Please note: where a site falls into more than one category, highest sensitivity category is recorded										
<b>Overall Score</b>			<b>-10</b>	<b>-14</b>	<b>-4</b>	<b>-5</b>	<b>-3</b>	<b>-7</b>	<b>-11</b>	<b>-11</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Fair</b>	<b>Poor</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site
			Site Ref: P56	Site Ref: P59	Site Ref: P61	Site Ref: P63	Site Ref: RED006	Site Ref: RUY020	Site Ref: SHF017	Site Ref: SHF018c	Site Ref: SHF018d
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>										
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0
	Ancient Woodland		--	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>										
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	0
	500m of Ancient woodland		-	0	-	0	0	0	0	0	0
	250m of a Wildlife Site		-	0	-	0	0	0	0	0	0
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	0	-	-	0	0	-	-	0
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>										
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	-	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>										
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	-	-	-	+	+	+	-
	GP surgery		-	-	-	-	-	-	+	-	-
	Leisure centre		-	-	-	-	-	-	-	+	-
	Outdoor sports facility		+	-	-	-	-	+	+	+	-
	Amenity green space		+	+	+	-	-	+	-	-	-
Accessible natural green space (natural/semi-natural green space)	+		-	-	-	-	+	-	-	-	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	+	-	+	+	-	+	+	-	-
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	-	0	0	-	-	-	-	-
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	-	0	-	-	0	0
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	+	0	0	+	0	0	+	0
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	-	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>										
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		--	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	--	--	0	0	0	0	0
a Listed Building	0		0	0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>										
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		-	0	0	0	0	-	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	0	-	0	0	0	-	0	0
300m of a Listed Building	-		0	-	0	-	-	-	-	0	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)	--		--	--					
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)		-					-		
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)						0	0	0	
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)									
Please note: where a site falls into more than one category, highest sensitivity category is recorded											
<b>Overall Score</b>			<b>-9</b>	<b>-7</b>	<b>-13</b>	<b>-14</b>	<b>-9</b>	<b>-3</b>	<b>-5</b>	<b>-4</b>	<b>-9</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14

Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13

Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12

Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19

Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19

Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19



Criteria	Criteria Description	Scoring Guide	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site
			Site Ref: SHF024	Site Ref: SHF034	Site Ref: SHF035	Site Ref: SHF037	Site Ref: SHH002	Site Ref: SHR057	Site Ref: SHR058	Site Ref: SHR105	Site Ref: SHR109
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>										
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0	--
	National Nature Reserve		0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0	--
	Ancient Woodland		0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	--	0	--
Local Nature Reserve	0		0	0	0	0	0	0	--	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>										
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0	-
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0	-
	500m of Ancient woodland		-	0	0	0	-	0	0	0	0
	250m of a Wildlife Site		-	0	0	0	0	0	-	0	-
100m of a Local Nature Reserve	0		0	0	0	0	0	0	-	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	0	0	0	-	0	-	-
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>										
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	-	0
	Amenity green space		0	0	0	0	0	0	0	-	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	-	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>										
	Primary School	Yes = plus score (+) No = minus score (-)	-	+	+	-	-	+	-	-	-
	GP surgery		-	+	-	-	-	+	-	+	-
	Leisure centre		-	-	-	-	-	-	-	+	-
	Outdoor sports facility		-	+	+	-	-	+	+	+	-
	Amenity green space		-	+	-	-	-	+	+	+	+
Accessible natural green space (natural/semi-natural green space)	-		-	-	-	-	+	+	+	+	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	+	-	-	-	+	-	-	+
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	-	-	-	0	-	0	0	0
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	-	0	0	-	-	-	-	0
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	0	+	0	0	0	0	0	+	0
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	-	0	0	0	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>										
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	0	0	0	0	0	0
a Listed Building	0		0	0	0	0	0	--	--	0	0
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>										
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	-	0	0	0	0	0	-	0
300m of a Listed Building	0		-	0	0	0	-	-	-	-	0
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)									
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)									
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)	0	0	0	0		0	0		0
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)								+	
Please note: where a site falls into more than one category, highest sensitivity category is recorded											
<b>Overall Score</b>			<b>-12</b>	<b>-2</b>	<b>-5</b>	<b>-9</b>	<b>-11</b>	<b>-2</b>	<b>-9</b>	<b>-6</b>	<b>-12</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Fair</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Poor</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Poor</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14

Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13

Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12

Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19

Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19

Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site
			Site Ref: SHR157	Site Ref: SHR157 VAR	Site Ref: SHR158	Site Ref: SHR166	Site Ref: SHR174	Site Ref: SHR176	Site Ref: SHR181	Site Ref: SHR190	Site Ref: SHR192
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>										
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	--	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	--	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	--	--	0	0	0
Local Nature Reserve	0		0	0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>										
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	-	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	-	0	-	0	0
	500m of Ancient woodland		0	0	0	0	0	0	0	0	0
	250m of a Wildlife Site		-	-	0	-	-	-	-	-	0
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	-	-	0	-	-	-	0	0
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>										
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>										
	Primary School	Yes = plus score (+) No = minus score (-)	-	-	-	-	+	+	+	-	-
	GP surgery		-	-	-	-	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-	-
	Outdoor sports facility		-	-	-	-	+	+	+	+	-
	Amenity green space		-	-	+	+	+	+	+	+	+
Accessible natural green space (natural/semi-natural green space)	-		-	+	+	+	+	+	+	-	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	-	+	-	+	+	+	+	-
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-	-
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	-	0	0	0	0	0	0	0
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	-	-	-	0	0	0
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	0	0	0	+	+	0	0	0
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>										
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	0	0	0	0	0	0
a Listed Building	0		0	--	0	0	0	0	0	0	0
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>										
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	0	0	0	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	0	0	0	0	0	0	0	0
300m of a Listed Building	-		-	-	0	0	0	0	-	-	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)									
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)				-		-			
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)	0	0	0		0		0	0	0
	Site is wholly classified as low landscape sensitivity for employment or is site is inside the development boundary	Plus score (+)									
Please note: where a site falls into more than one category, highest sensitivity category is recorded											
<b>Overall Score</b>			<b>-10</b>	<b>-12</b>	<b>-6</b>	<b>-7</b>	<b>-7</b>	<b>-3</b>	<b>-2</b>	<b>-4</b>	<b>-9</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Good</b>	<b>Good</b>	<b>Fair</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14

Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13

Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12

Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19

Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19

Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

Criteria	Criteria Description	Scoring Guide	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site	Strategic Settlement or Site
			Site Ref: SHR196	Site Ref: SHR197	Site Ref: SHR198	Site Ref: SHR219	Site Ref: SHR225	Site Ref: STC004	Site Ref: WAH006	Site Ref: WIC010
1	<b>Site wholly or partly within one or more of the following (record all that apply):</b>									
	Special Area of Conservation	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0
	Ramsar Site		0	0	0	0	0	0	0	0
	National Nature Reserve		0	0	0	0	0	0	0	0
	Site of Special Scientific Interest		0	0	0	0	0	0	0	0
	Ancient Woodland		0	0	0	0	0	0	0	0
	Wildlife Site		0	0	0	0	0	0	--	0
Local Nature Reserve	0		0	0	0	0	0	0	0	
2	<b>Site boundary within buffer zone<sup>1</sup> of one or more (record all that apply):</b>									
	1km of a Special Area of Conservation	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0
	1km of a Ramsar Site		0	0	0	0	0	0	0	0
	500m of a National Nature Reserve		0	0	0	0	0	0	0	0
	500m of a Site of Special Scientific Interest		0	0	0	0	0	0	0	0
	500m of Ancient woodland		0	0	-	0	0	0	-	0
	250m of a Wildlife Site		-	-	0	0	-	0	-	-
100m of a Local Nature Reserve	0		0	0	0	0	0	0	0	
3	Tree Preservation Order (single or group) within or on site boundary	Yes = minus score (-) No = zero score (0)	-	0	-	-	-	-	-	-
4	<b>Site contains one or more (or part) of the following<sup>2</sup> (record all that apply):</b>									
	Children's playground	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0
	Outdoor sports facility		0	0	0	0	0	0	0	0
	Amenity green space		0	0	0	0	0	0	0	0
Accessible natural green space (natural/semi-natural green space)	0		0	0	0	0	0	0	0	
5	<b>Site boundary within 480m<sup>3</sup> of one or more of the following (record all that apply):</b>									
	Primary School	Yes = plus score (+) No = minus score (-)	+	-	-	-	-	-	-	-
	GP surgery		-	-	-	-	-	-	-	-
	Leisure centre		-	-	-	-	-	-	-	-
	Outdoor sports facility		+	+	-	-	-	-	+	-
	Amenity green space		+	-	-	+	-	+	-	-
Accessible natural green space (natural/semi-natural green space)	+		-	-	+	-	-	+	-	
6	Site boundary within 480m <sup>3</sup> of a public transport node with a regular service offered during peak travel times <sup>4</sup> :	Yes = plus score (+) No = minus score (-)	-	+	-	+	+	+		
7	Site wholly or partly on grade 1 or 2 or 3 agricultural land (best & most versatile)	Yes = minus score (-) No = zero score (0)	-	-	-	-	-	-	-	-
8	All or part of the site within a Source Protection Zone (groundwater)	Yes = minus score (-) No = zero score (0)	0	0	0	-	0	-	0	0
9	All or part of the site is within Flood Zones 2 or 3	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0
10	Site wholly/partly within an Air Quality Management Area	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0
11	Site is wholly/partly classified as brownfield or is wholly/partly within an area with a previous industrial or potentially contaminative use	Yes = plus score (+) No = zero score (0)	+	0	0	0	0	+	+	+
12	Site would displace an existing waste management operation	Yes = minus score (-) No = zero score (0)	0	0	-	0	0	0	0	0
13	<b>Site wholly/partly within/contains any of the following (record all that apply):</b>									
	a World Heritage Site or its buffer zone	Yes = double minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0
	a Scheduled Monument		0	0	0	0	0	0	0	0
	a Registered Battlefield		0	0	0	0	0	0	0	0
	a Registered Park or Garden		0	0	0	0	0	0	0	0
	a Conservation Area		0	0	0	0	0	0	0	0
a Listed Building	--		0	0	0	0	0	0	0	
14	<b>Site boundary within buffer zone<sup>5</sup> of one or more (record all that apply):</b>									
	300m of a World Heritage Site or its buffer zone	Yes = minus score (-) No = zero score (0)	0	0	0	0	0	0	0	0
	300m of a Scheduled Monument		0	0	0	0	0	0	0	0
	300m of a Registered Battlefield		0	-	-	0	0	0	0	0
	300m of a Registered Park or Garden		0	0	0	0	0	0	0	0
	300m of a Conservation Area		0	0	0	0	0	0	0	0
300m of a Listed Building	-		0	0	0	-	0	0	0	
15	Site is wholly/partly classified as very high landscape sensitivity for employment	Double minus score (-)								
	Site is wholly/partly classified as high landscape sensitivity for employment	Minus score (-)								
	Site is wholly/partly classified as medium low, medium, or medium high landscape sensitivity for employment	Zero score (0)	0	0	0	0	0	0	0	
	Site is wholly classified as low landscape sensitivity for employment or is site inside the development boundary	Plus score (+)								
Please note: where a site falls into more than one category, highest sensitivity category is recorded										
<b>Overall Score</b>			<b>-4</b>	<b>-6</b>	<b>-12</b>	<b>-4</b>	<b>-9</b>	<b>-5</b>	<b>-7</b>	<b>-8</b>
<b>Overall Settlement Sustainability Conclusion</b>			<b>Good</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Good</b>	<b>Fair</b>	<b>Fair</b>
<b>Overall Black Country Contribution Sustainability Conclusion</b>			<b>Fair</b>	<b>Fair</b>	<b>Poor</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>	<b>Fair</b>

Bridgnorth Settlement Range is 5 to -14 Good is 5 to -1 Fair is -2 to -8 Poor is -9 to -14  
 Shifnal Settlement Range is -3 to -13 Good is -3 to -6 Fair is -7 to -10 Poor is -11 to -13  
 Shrewsbury Settlement Range is 6 to -12 Good is 6 to 0 Fair is -1 to -6 Poor is -7 to -12  
 Strategic Settlements / Strategic Sites Range 0 to -19 Good is 0 to -6 Fair is -7 to -13 Poor is -14 to -19  
 Settlements and Strategic Settlements/Sites within scope for the Black Country Contribution Range is 6 to -19  
 Good is 6 to -2 Fair is -3 to -11 Poor is -12 to -19

# Shropshire Local Plan

## Additional Sustainability Appraisal Report: Appendix 3

Updated Stage 3 Site Assessment:  
Albrighton Key Centre



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>ALB002</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	1%
<i>Percentage of site in Flood Zone 2:</i>	2%
<i>Percentage of site in Flood Zone 1:</i>	98%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	3%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	6%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a high level of harm on the Green Belt due to the impact on the setting of the historic settlement and encroachment on the countryside. No sub-parcels were identified which would have less harm.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. Subject to a check on the capacity of Rectory Road and consideration of a shared highway network with ALB015 & P39 which would allow westbound traffic to access the Newport Rd via ALB015. This group of sites could accommodate 957 homes.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	18
<i>Ecology Comments Significant Constraints:</i>	Buffering the southern and eastern boundaries and the pond will reduce the developable area available.
<i>Ecology Comments Other Constraints:</i>	Donington & Albrighton LNR lies adjacent to the southern boundary. The potential impacts on the LNR will need to be assessed and it will need to be adequately buffered. The southern and eastern boundaries form an Environmental. Network corridor. There is a pond on the. Should GCNs be present, a min. 50m buffer will be required. Requires EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, otters, water voles (known to be present), white-clawed crayfish, invertebrates and nesting birds

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible effects on settings Grade II* St. Cuthbert's Church (NHLE ref. 1273838), associated Scheduled Monument and Grade II* Listed churchyard cross (NHLE refs. 1015301 & 1239196), and Albrighton Conservation Area. Some metal detectorist finds and large size of site suggests it has some archaeological potential
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs, archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedges around site and copses of woodland within site. Strip of woodland continuous with Donnington Pool along southern boundary
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Ensure sufficient development stand-off from Donnington Pool and woodland.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Incorporate central wooded copse in open space and plant to connect to / expand adjoining wooded areas.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Railway line to the north causing noise. Possible noise from RAF Cosford which may need assessment. Old farm buildings on site and historic map shows features which may present contamination of the land
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings plus boundary treatment as necessary to the rail. Noise assessment and suitable glazing and ventilation if issues with aircraft noise found. Remediation likely to be available for any contaminated land that may be found.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Albrighton's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>Land has been safeguarded for future development to the east of Albrighton, although it is recognised that there is a need to ensure that there remains land safeguarded for development beyond the current plan period.</p> <p>This site is in the Green Belt to the north of the built form of the settlement.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a high level of harm on the Green Belt due to the impact on the setting of the historic settlement and encroachment on the countryside. No sub-parcels were identified which would have less harm.</p> <p>This site contains significant trees and hedgerows. It is also located within the gap between Albrighton and Cosford. Furthermore the noise generated at Cosford Airfield may require mitigation.</p> <p>Capacity of local highway network (Rectory Lane) and access would require assessment and potentially improvement to accommodate development. This may require land outside the promoted site to be achieved, including land in third party ownership.</p> <p>Whilst the site is relatively well related to the built form of the settlement it adjoins and is separated from the bulk of the built form of the settlement by a local nature reserve (which also has local amenity and landscape value). The site also adjoins a conservation area and other heritage assets.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>A suitable buffer would be required to southern and eastern boundaries to mitigate and manage impacts on adjoining Local nature reserve.</p> <p>Capacity of local highway network (Rectory Lane) and access would require assessment and potentially improvement to accommodate development. This may require land outside the promoted site to be achieved, including land in third party ownership.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Opportunity for high quality tree planting and creation of links into/between existing wooded areas.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities. The site is considered to be located within a sensitive Green Belt parcel, the release of which would have high harm.</p> <p>The site is also separated from the built form of the settlement by a Local Nature Reserve, in proximity to numerous heritage assets and within the gap between Cosford and Albrighton.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>ALB003</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	N/A
<i>Landscape Considerations: (from the LVSS)</i>	Not assessed
<i>Visual Impact Considerations: (from the LVSS)</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Assuming access will be permitted via private road to Railway Station onto Station Road.
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assuming small number of dwellings
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Assuming small number of dwellings due to limitations of the Railway Station access road junction onto Station Road.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	20
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	The railway line forms an Env. Network corridor. Requires EclA and surveys for GCNs (ponds within 500m), bats, badgers, reptiles and nesting birds. Hedgerows will need to be buffered.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	Site immediately adjacent to and likely to have a negative affect upon the setting of II Listed station buildings (NHLE refs. 1221627)
<i>Heritage Comments Other Constraints:</i>	
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	site bordered by hedgerows
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey & Tree Protection Plan
<i>Tree Comments Opportunities:</i>	no trees on site - enhance tree cover within site, to deliver net gain for biodiversity.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise assessment required for rail noise and commercial noise and odour from existing restaurant. The site is possibly viable as long as mitigation on the rail facing façade such as s gables or walls which are uninterrupted by windows or internal layout of dwelling so non habitable rooms are facing away from rail track.
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the north of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Albrighton's proximity and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>The site is not located within the Green Belt. It is located within the existing built form of Albrighton, with clearly defined site boundaries.</p> <p>The capacity of the site is likely to be limited to a small number of houses given limitations of the Railway Station access road junction onto Station Road.</p> <p>Site immediately adjacent to and likely to have a negative affect upon the setting of II Listed station buildings (NHLE refs. 1221627).</p> <p>The site is adjacent to the railway line which will have noise implications, there is also an environmental network alongside the railway line.</p> <p>Hedgerows along northern and southern boundaries.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. However, given the scale of the site it is unlikely that in isolation it could accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Capacity of local highway network (access onto Station Road) would need to be reflected when determining scale of any development.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Retain and enhanced hedgerows.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>Yes</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Potential for windfall development</p>
<b>Reasoning</b>	<p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is already located within the development boundary of Albrighton. It is relatively small and its capacity is constrained by the highway access.</p> <p>Any potential for windfall development is subject to such factors as the assessment and ability to appropriately manage any impact on the impact on the adjacent grade II Listed station buildings and their settings, effective mitigation of noise from the railway line, retention of hedgerows and enhancement of the environmental network.</p> <p>In light of the above, the site would also not be appropriate to contribute to assist in meeting the unmet need of the Black Country.</p>
<b>Further Main Modification Required</b>	<p>No</p>
<b>If proposed for Allocation, Potential Capacity:</b>	

**If proposed for Allocation  
Design Requirements:**

**\*Green Belt Purposes  
(where applicable):**

N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>ALB007</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	2%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	<p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within two different Green Belt parcels. The northern element of the site is located within a parcel which performs weakly against purpose 2, purpose 3 and purpose 4. The southern element of the site is located within a parcel which performs weakly against purpose 2; and moderately against purpose 3 and purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within two different Green Belt parcels. The release of the parcel containing the northern element of the site would have a low-moderate level of harm on the Green Belt. The release of the parcel containing the southern element of the site would have a high level of harm on the Green Belt due to encroachment on the countryside and weakening of the role of neighbouring areas of Green Belt. No sub-parcels were identified with less harm.</p>
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. An improved Bowling Green Lane (eastern end) would need to be incorporated into the highway layout of the overall site. Links with ALB018 would need to be provided.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. This site is likely to significantly increase traffic on the western end of Bowling Green End and improvements may require third party land. The impact on the eastern end of Bowling Green Lane and junction with Newport Rd (linked with ALB018) is likely to be unacceptable but subject to a detailed assessment. This could be reduced if a strategic road connection can be made between Worthington Dr Loak Road, through P38.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
<i>Ecology Comments Significant Constraints:</i>	If priority habitats are present then those areas should not be developed. The pond/priority habitats /watercourse/hedgerows should be appropriately buffered, reducing the developable area available.
<i>Ecology Comments Other Constraints:</i>	<p>The site may contain priority habitats - botanical survey required.</p> <p>There are ponds on/adjacent to the site. If GCNs are present then a min. 50m will be required.</p> <p>The northern boundary forms an Environmental. Network corridor, due to the presence of a watercourse. A PROW crosses the site.</p> <p>Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, invertebrates and nesting birds</p>

<i>Ecology Comments Management of Constraints:</i>	If priority habitat, those areas should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impact on setting of Grade II listed Shifnal Manor (The Manor House - NHLE ref. 1176147). No known archaeological interest but large size of site also suggests it may have other archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs, archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedges around site boundaries and occasional trees within site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Incorporate internal trees in open space and plant to connect to / expand adjoining strip of woodland to the north.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible noise from RAF Cosford which may need assessment. Sewage works to the north east of the site creating odour. Potential for land contamination with historic features noted on the site and unknown filled ground
<i>Public Protection Comments Management of Constraints:</i>	Noise assessment and suitable glazing and ventilation if issues with aircraft noise found. Significant stand off distance from sewage treatment works recommended. Remediation likely to be available for any contaminated land that may be found.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the west of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Albrighton's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>Land has been safeguarded for future development to the east of Albrighton, although it is recognised that there is a need to ensure that there remains land safeguarded for development beyond the current plan period.</p> <p>This site is in the Green Belt to the west of and only partly adjoining the settlement boundary.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within two different Green Belt parcels. The northern element of the site is located within a parcel which performs weakly against purpose 2, purpose 3 and purpose 4. The southern element of the site is located within a parcel which performs weakly against purpose 2; and moderately against purpose 3 and purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within two different Green Belt parcels. The release of the parcel containing the northern element of the site would have a low-moderate level of harm on the Green Belt. The release of the parcel containing the southern element of the site would have a high level of harm on the Green Belt due to encroachment on the countryside and weakening of the role of neighbouring areas of Green Belt. No sub-parcels were identified with less harm.</p> <p>There is concern about the ability to provide an appropriate access to the site and the capacity of the wider road network. Resolving these issues may involve third party land.</p> <p>The site is located within the gap between Albrighton and Cosford Airfield.</p> <p>The site contains identified areas of open space and mature trees/hedgerows. It may also contain priority habitats, which would require assessment /management. Noise generated at Cosford Airfield may require mitigation.</p> <p>The site is adjacent to a sewage treatment works and in proximity of ecological and heritage assets which will require due consideration.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Local highway network (in particular Bowling Green Lane) and access are not satisfactory and would require improvement to accommodate development requiring land outside the promoted site to achieve this.</p> <p>Any priority habitats should be retained.</p> <p>Identified areas of open space should be retained and enhanced.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Site could be restored/improved to provide a priority wildlife habitat and enhance environmental network.</p> <p>Opportunity for high quality tree planting and creation of links into/between existing wooded areas.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities. The local highway network and access are constrained.</p> <p>Part of the site is considered to be located within a sensitive Green Belt parcel, the release of which would have high harm. Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>ALB008</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	3%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; and moderately against purpose 3; and strongly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt due to the critical role the parcel plays in preserving the setting of the historical settlement area within Albrighton. Whilst a sub-parcel was identified with a reduced harm, this did not include the land promoted within this site.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assumes access will be within the improved section of Newhouse La otherwise Lane improvements will need to be extended further from Albrighton.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. Capacity of Rectory
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	21
<i>Ecology Comments Significant Constraints:</i>	If priority habitats are present then those areas should not be developed.
<i>Ecology Comments Other Constraints:</i>	The site may contain priority habitats - botanical survey required. The eastern boundary borders an Environmental. Network. A PROW crosses the site. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, invertebrates and nesting birds

<i>Ecology Comments Management of Constraints:</i>	If priority habitat, those areas should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site partially within Shifnal Conservation Area. Includes non designated historic farmstead of Mere House (HER PRN 27973) . No known archaeological interest but site is of a large size, so may have some archaeological potential
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on character and appearance and setting of CA; Level 2 historic building assessment of historic farmstead if demo proposed; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	north-east of site in conservation area. TPO trees on northern boundary.
<i>Tree Comments Other Constraints:</i>	trees, groups of trees and hedges within and around site and strip of woodland to part of eastern boundary.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Ensure reasonable development stand-off form woodland.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Incorporate good trees and tree groups as part of open space within development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Some noise from the school but generally not expected to be an issue unless there is plant and equipment that may make noise and impact on proposed dwellings.
<i>Public Protection Comments Management of Constraints:</i>	Noise assessment and appropriate stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to any noise source.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the south of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Albrighton's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>There is safeguarded land to the east of Albrighton intended to make provision for settlement development needs. This site is in Green Belt to the south of the settlement.</p> <p>As the sites availability is currently unknown, the site is not considered suitable for allocation. However it may have potential for future safeguarding.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; and moderately against purpose 3; and strongly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt due to the critical role the parcel plays in preserving the setting of the historical settlement area within Albrighton. Whilst a sub-parcel was identified with a reduced harm, this did not include the land promoted within this site.</p> <p>The site is well related to the built form of Albrighton, close to services and facilities including the primary school.</p> <p>Part of the site is within Albrighton Conservation Area this is therefore a significant consideration, particularly with regard to design quality.</p> <p>The site also has some significant trees and may contain priority habitats. These factors will also require due consideration.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Site could potentially be restored/enhanced as priority habitat.</p> <p>Opportunity for high quality tree planting to form the focus for open space provision on the site.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities. The sites availability is currently unknown.</p> <p>The site is considered to be located within a sensitive Green Belt parcel, the release of which would have high harm.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>ALB013</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2, purpose 3; and purpose 4. The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a low level of harm on the Green Belt.
<i>Landscape Considerations: (from the LVSS)</i>	Low and Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Low and Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
<i>Ecology Comments Significant Constraints:</i>	If priority habitats are present then those areas should not be developed.
<i>Ecology Comments Other Constraints:</i>	The site may contain priority habitats - botanical survey required. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, invertebrates and nesting birds

<i>Ecology Comments Management of Constraints:</i>	If priority habitat, the site should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	site sandwiched between main road and railway.
<i>Tree Comments Other Constraints:</i>	belts of trees to site boundaries
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Thin site needs careful attention to shading and other constraints posed by trees.
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Significant road and rail noise likely. Possible land contamination from past land use.
<i>Public Protection Comments Management of Constraints:</i>	Noise assessment and appropriate stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to any noise source plus boundary treatment as necessary.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the north of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Albrighton's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>Land has been safeguarded for future development to the east of Albrighton, although it is recognised that there is a need to ensure that there remains land safeguarded for development beyond the current plan period.</p> <p>This site is in the Green Belt to the north of Albrighton, adjacent to the built form of Cosford. The site is separated from Albrighton by other land and the railway line.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2, purpose 3; and purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a low level of harm on the Green Belt.</p> <p>Much of the site has already been developed and forms part of the settlement of Cosford. The remainder of the site lies in the gap between Cosford and Albrighton.</p> <p>The site is not well related to the built form of Albrighton and it may therefore be more appropriate to consider in the context of Cosford.</p> <p>As the site is sandwiched between the A41 and the railway line, the impact of noise on residential amenity would be a significant consideration. The site contains wooded belts along its boundaries and may also contain priority habitats, which would require due assessment/management.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Site could be restored/improved to provide a priority wildlife habitat and enhance environmental network.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities. The sites location sandwiched between the railway line and A41 and the associated noise is a significant consideration for residential development.</p> <p>The site is divorced from the built form of Albrighton (this separating land is considered to form part of a sensitive Green Belt parcel, the release of which would have high harm). It may therefore be more appropriate to consider in a Cosford context.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>ALB014</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	7%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	40%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	24%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that whilst the wider parcel within which this site is located would have a high level of harm on the Green Belt, the site has been identified within a sub-parcel which would have a moderate level of harm on the Green Belt, as it is well contained and considered to have characteristics of the settlement edge.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	20
<i>Ecology Comments Significant Constraints:</i>	If priority habitats are present then those areas should not be developed.
<i>Ecology Comments Other Constraints:</i>	Some of the boundaries form Environmental. Network corridors. These should be retained and buffered. The site may contain priority habitats - botanical survey required. There is a pond adjacent to the north-western boundary. Should GCNs be present, a min. 50m buffer will be required. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, invertebrates and nesting birds

<i>Ecology Comments Management of Constraints:</i>	If priority habitat, the site should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site contains earthwork remains of ridge and furrow (HER PRN 33238). Large size of site suggests it may hold other archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	TPO trees to eastern boundary
<i>Tree Comments Other Constraints:</i>	trees and hedgerows within and around site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Potential road noise from roads to the north, west and east.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings plus boundary treatment as necessary to the road.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the south of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Albrighton's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>Land has been safeguarded for future development to the east of Albrighton, although it is recognised that there is a need to ensure that there remains land safeguarded for development beyond the current plan period.</p> <p>This site is in the Green Belt to the south and adjoining the built form of Albrighton. The site is well related to the built form of Albrighton adjoining the primary school and close to services and facilities.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that whilst the wider parcel within which this site is located would have a high level of harm on the Green Belt, the site has been identified within a sub-parcel which would have a moderate level of harm on the Green Belt, as it is well contained and considered to have characteristics of the settlement edge.</p> <p>The site has some significant trees on and in proximity; archaeological interest; parts are within an environmental network; and there may be priority habitats. These factors will require due consideration.</p> <p>A small portion of the site is located within the 30 year and 100 year surface flood risk zones, whilst 40% of the site is located within the 1,000 year surface flood zone.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>A small portion of the site is in areas at higher risk of surface water flooding, this will need to be assessed and managed. Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Site could be restored/improved to provide a priority wildlife habitat and enhance environmental network. Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Remove from the Green Belt and safeguard for future development.</p>
<p><b>Reasoning</b></p>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities. However, the site is located within a sub-parcel which has been identified as having a moderate level of harm on the Green Belt, as such it is considered an appropriate location to remove from the Green Belt and safeguard for future development beyond the current plan period. Removing land from the Green Belt is subject to identification of exceptional circumstances, this will be detailed within a Green Belt: Exceptional Circumstances Statement.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>ALB015</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	1%
<i>Percentage of site in Flood Zone 2:</i>	2%
<i>Percentage of site in Flood Zone 1:</i>	98%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	3%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	1%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a high level of harm on the Green Belt due to the impact on the setting of the historic settlement and encroachment on the countryside. No sub-parcels were identified which would have less harm.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Assumes primary access onto Newport Road where the existing speed limit will need to be extended with appropriate traffic calming.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	19
<i>Ecology Comments Significant Constraints:</i>	Buffering the southern boundary may reduce the developable area available.
<i>Ecology Comments Other Constraints:</i>	Donington & Albrighton LNR lies adjacent to the southern boundary. The potential impacts on the LNR will need to be assessed and it will need to be adequately buffered. Requires EcIA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, otters, water voles (known to be present), white-clawed crayfish, invertebrates and nesting birds

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible effects on settings Grade II* St. Cuthbert's Church (NHLE ref. 1273838), associated Scheduled Monument and Grade II* Listed churchyard cross (NHLE refs. 1015301 & 1239196), and Albrighton Conservation Area. No known archaeological interest but site is of a large size, so may have some archaeological potential
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs & CA, archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedgerows within and around site. Block of mature trees adjacent eastern boundary and woodland continuous with Donington Pool to south.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Fine trees in northern section could be focal points in open space within any development. Use 20% canopy cover policy to extend woodland cover and create 15m buffer with the woodland to the south and east
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise from road to the west of the site. Rail noise to the north of the site.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings plus boundary treatment as necessary to the road and rail.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Albrighton's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>Land has been safeguarded for future development to the east of Albrighton, although it is recognised that there is a need to ensure that there remains land safeguarded for development beyond the current plan period.</p> <p>This site is in the Green Belt to the north of and only partly adjoining the settlement boundary.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a high level of harm on the Green Belt due to the impact on the setting of the historic settlement and encroachment on the countryside. No sub-parcels were identified which would have less harm.</p> <p>This site contains significant trees and hedgerows. It is also located within the gap between Albrighton and Cosford (noise generated at Cosford, adjacent roads and railway lines may require mitigation).</p> <p>Whilst the site is relatively well related to the built form of the settlement it is separated from the bulk of the built form of the settlement by a local nature reserve (which also has local amenity and landscape value). The site also adjoins a conservation area and other heritage assets.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site performs poorly in Stage 2a Settlement Sustainability Appraisal. However, it performs fair in the Stage 2a Black Country Contribution Sustainability Appraisal.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Buffer would be required to southern and eastern boundaries to mitigate and manage impacts on adjoining LNR.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Site could enhance environmental network.</p> <p>Existing trees on the northern portion of the site could form a focus for any open space provision. Trees could also provide buffers to the south and east of the site.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities. The site is considered to be located within a sensitive Green Belt parcel, the release of which would have high harm.</p> <p>The site is also separated from the built form of the settlement by a Local Nature Reserve, in proximity to numerous heritage assets and within the gap between Cosford and Albrighton.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>ALB017</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The site consists of land previously removed from the Green Belt and safeguarded for future development.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assumes the development fund a suitable estate road access to the site and a review and extension of the existing 30mph speed limit with associated traffic calming. In order to address potential safety concerns related to the bend in Kingswood Road a roundabout junction access should be considered which replaces the need for the existing Kingswood Road / Beamish Lane priority junction.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Assumes vehicular and pedestrian links will be provided to the adjacent allocated development site to the west of the site to facilitate sustainable travel to the village facilities and local access. Also assumes a review of the A41 / Beamish Lane junction and consideration of closure.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	11
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	The northern boundary forms an Environmental. Network corridor. This must be buffered. There is a pond on the site - if this contains GCNs then a min. 50m buffer will be required. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	No known archaeological interest but site is of a large size, so may have some archaeological potential
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	hedgerow and trees to northern boundary. Group of trees within site. Mature trees at southern access with Kingswood Road
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Rail to the north of the site.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings plus boundary treatment as necessary to the rail.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Albrighton's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The site is located to the east of Albrighton within land safeguarded for future development.</p> <p>The site is adjacent to the Albrighton development boundary, directly adjoining an allocated housing site, and would be well related to the future built up extent of the settlement.</p> <p>The site forms part of an environmental network and there are significant trees and hedgerows present, these will need due consideration.</p> <p>The site may be subject to other ecological and heritage interests which would need to be evaluated as part of any development scheme.</p> <p>Highways and noise impacts associated with the adjoining railway line would need to be fully assessed and managed. Impact on the A41 / Beamish Lane junction also needs to be assessed.</p> <p>Existing road network and access will require improvement to accommodate development.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Traffic calming and extension of 30mph speed limit necessary.</p> <p>Need to consider capacity of junction of Beamish Lane with A41.</p> <p>Buffering of the railway line.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Site could enhance environmental network.</p> <p>The site should integrate into the existing built form of the settlement and the developments occurring on adjacent sites.</p> <p>Strategic links through the site and into the adjacent development site required - vehicular/cyclist/pedestrian and green infrastructure/environmental networks.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>Yes</p>
<p><b>Recommendation</b></p>	<p>Allocate for development alongside ALB021.</p>
<p><b>Reasoning</b></p>	<p>The site is well related to the settlement within an area of safeguarded land identified to meet Albrighton's future development requirements and is a natural direction for expansion.</p> <p>Given its position geographically it is considered an appropriate site for housing development to meet the needs of the local community and its surrounding rural hinterland.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	<p>ALB017 &amp; ALB021 Total: 180 dwellings</p>

**If proposed for Allocation  
Design Requirements:**

Comprehensive masterplan required for ALB017 and ALB021. Design and layout will ensure vehicular, cyclist and pedestrian access from ALB017 into ALB021. Contributions to jointly required infrastructure will be proportional, based on the level of development forecast.

An appropriately designed roundabout will be provided on Kingswood Road at the point of access into the site.

The 30mph zone on Kingswood Road will be extended to reflect the extent of the site and the impact on Beamish Lane/A41 junction assessed and mitigated. This will likely involve closure of this junction.

To enhance access to services and facilities in the town and achieve integrated communities, the development will include a northern vehicular, cyclist and pedestrian connection and any other appropriate pedestrian and cycle links into the saved SAMDev Allocation ALB002.

Green infrastructure will be provided through the site and link into the wider area. This provision will include an appropriate green buffer of the railway line and the associated green infrastructure corridor.

The pond on ALB017 will be appropriately assessed and managed (opportunity to integrate into open space provision). Where possible trees and hedgerows on the site should be retained and enhanced, supported by positive tree planting, particularly on areas of open space.

The site will incorporate appropriate sustainable drainage, informed by a sustainable drainage strategy. Any residual surface water flood risk will be managed by excluding development from the affected areas of the site, which will form part of the Green Infrastructure network. Flood and water management measures must not displace water elsewhere.

**\*Green Belt Purposes  
(where applicable):**

N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>ALB018</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; and moderately against purpose 3 and purpose 4. The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt due to encroachment on the countryside and weakening of the role of neighbouring areas of Green Belt. No sub-parcels were identified with less harm.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. An improved Green Lane would need to be incorporated into the highway layout of the overall site. Along with major junctions on the A464 and Elm Road. Links with ALB007 would need to be provided.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. Cross Road / Elm Road junction would need to be assessed for improvements. The impact on the eastern end of Bowling Green Lane and junction with Newport Rd (linked with ALB007) is likely to be unacceptable but subject to a detailed assessment. This could be reduced if a strategic road connection can be made between Worthington Dr Loak Road, through P38.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
<i>Ecology Comments Significant Constraints:</i>	If priority habitats are present then those areas should not be developed. The pond/priority habitats/hedgerows should be appropriately buffered, reducing the developable area available.
<i>Ecology Comments Other Constraints:</i>	The site may contain priority habitats - botanical survey required. There are ponds on/adjacent to the site. If GCNs are present then a min. 50m will be required. A PROW crosses the site. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, invertebrates and nesting birds

<i>Ecology Comments Management of Constraints:</i>	If priority habitat, those areas should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impacts on settings of Grade II listed The Old Windmill (NHLE ref. 1053693), The Elms (NHLE ref. 1053692) and Barn 60m SE of The Elms (NHLE ref. 1367612). Tithe Map indicates that a brickfield present in one part of site, and together with its large size, suggests that it may have archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs, archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedgerows around site boundaries and along internal lanes. Copse of trees in northern corner of site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Design open space to integrate with existing good trees.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise to the edge of the site to the north and east.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings plus boundary treatment as necessary to the road.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the west of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Albrighton's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>Land has been safeguarded for future development to the east of Albrighton, although it is recognised that there is a need to ensure that there remains land safeguarded for development beyond the current plan period.</p> <p>This site is in the Green Belt to the south-west of the settlement boundary.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; and moderately against purpose 3 and purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt due to encroachment on the countryside and weakening of the role of neighbouring areas of Green Belt. No sub-parcels were identified with less harm.</p> <p>This is a very large site which comprises several land parcels. Whilst the site adjoins the development boundary to the east, due to its size it does project into the countryside to the south-west of the settlement.</p> <p>There is concern about the ability to provide an appropriate access to the site and the capacity of the wider road network. Resolving these issues may involve third party land.</p> <p>The site contains some significant trees and hedgerows and is in proximity to listed buildings. It may also contain priority habitats and be of archaeological interest. These factors will require due consideration.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Local highway network and access are not satisfactory and would require improvement to accommodate development requiring land outside the promoted site to achieve this. This would include improvements to Green Lane and junctions with A464, Elm Road and potentially a new road connection through P38.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Site could potentially be restored/enhanced as priority habitat.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities. The local highway network and access are constrained.</p> <p>The site is considered to be located within a sensitive Green Belt parcel, the release of which would have high harm. Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>ALB019</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	6%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; and moderately against purpose 3 and purpose 4. The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt due to encroachment on the countryside and weakening of the role of neighbouring areas of Green Belt. No sub-parcels were identified with less harm.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Existing speed limit needs to be extended.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	13
<i>Ecology Comments Significant Constraints:</i>	If priority habitats are present then the site should not be developed. The pond, tees and hedgerows should be appropriately buffered, reducing the developable area available.
<i>Ecology Comments Other Constraints:</i>	The site may contain priority habitats - botanical survey required. There is a pond on the site. If GCNs are present then a min. 50m will be required. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, invertebrates and nesting birds.

<i>Ecology Comments Management of Constraints:</i>	If priority habitat, the site should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	N/A
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	TPO tree on north-eastern corner of site.
<i>Tree Comments Other Constraints:</i>	trees and hedgerows to north-east, south-east and south-west boundaries and around pool near eastern corner of site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Commercial land to the south, road noise from the east.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings plus boundary treatment as necessary to the road and commercial land.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south-west of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Albrighton's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>Land has been safeguarded for future development to the east of Albrighton, although it is recognised that there is a need to ensure that there remains land safeguarded for development beyond the current plan period.</p> <p>This site is in the Green Belt to the south-west of the settlement boundary.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; and moderately against purpose 3 and purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt due to encroachment on the countryside and weakening of the role of neighbouring areas of Green Belt. No sub-parcels were identified with less harm.</p> <p>This site in isolation is not well related to the built form of Albrighton being divorced from the development boundary.</p> <p>The site has some significant trees and hedgerows, including a TPO, and there may be priority habitats. These factors will require detailed consideration.</p> <p>Noise impacts from nearby roads and adjoining commercial uses would need to be assessed and managed.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site performs poorly in Stage 2a Settlement Sustainability Appraisal. However, it performs fair in the Stage 2a Black Country Contribution Sustainability Appraisal.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Site could potentially be restored/enhanced as priority habitat.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities.</p> <p>The site in isolation is poorly related to the built form of the settlement (separating land is considered to form part of a sensitive Green Belt parcel, the release of which would have high harm). The site itself is also considered to be located within a sensitive Green Belt parcel, the release of which would have high harm.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>ALB020</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; and moderately against purpose 3 and purpose 4. The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt due to encroachment on the countryside and weakening of the role of neighbouring areas of Green Belt. No sub-parcels were identified with less harm.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	14
<i>Ecology Comments Significant Constraints:</i>	If priority habitats are present then the site should not be developed. The trees and hedgerows should be appropriately buffered, reducing the developable area available.
<i>Ecology Comments Other Constraints:</i>	The site may contain priority habitats - botanical survey required. There is a pond on the site. If GCNs are present then a min. 50m will be required. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, invertebrates and nesting birds.

<i>Ecology Comments Management of Constraints:</i>	If priority habitat, the site should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	N/A
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	TPO tree at road frontage to site.
<i>Tree Comments Other Constraints:</i>	mature trees and hedges around site boundaries.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise to the south east boundary
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings plus boundary treatment as necessary to the road
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south-west of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Albrighton's proximity and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<p><b>Strategic Considerations:</b></p>	<p>Land has been safeguarded for future development to the east of Albrighton, although it is recognised that there is a need to ensure that there remains land safeguarded for development beyond the current plan period.</p> <p>This site is in the Green Belt to the south-west of the settlement boundary.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; and moderately against purpose 3 and purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt due to encroachment on the countryside and weakening of the role of neighbouring areas of Green Belt. No sub-parcels were identified with less harm.</p> <p>This site in isolation is not well related to the built form of Albrighton being divorced from the development boundary.</p> <p>The site has some significant trees and hedgerows, including a TPO, and there may be priority habitats. These factors will require detailed consideration.</p> <p>Noise impacts from nearby roads and adjoining commercial uses would need to be assessed and managed.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site performs poorly in Stage 2a Settlement Sustainability Appraisal. However, it performs fair in the Stage 2a Black Country Contribution Sustainability Appraisal.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. However, given the scale of the site it is unlikely that in isolation it could accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Site could potentially be restored/enhanced as priority habitat.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities.</p> <p>The site in isolation is poorly related to the built form of the settlement (separating land is considered to form part of a sensitive Green Belt parcel, the release of which would have high harm).</p> <p>The site is considered to be located within a sensitive Green Belt parcel, the release of which would have high harm.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>ALB021</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The site consists of land previously removed from the Green Belt and safeguarded for future development.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Beamish La is not suitable for additional development traffic. However, if linked to ALB017 and Beamish La was improved or ALB 021 had vehicular access to Kingswood Rd via ALB 017 then the site could be developed.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. If vehicular and pedestrian links are achieved to the adjacent development site (ALB017) to facilitate sustainable travel to the village facilities and prevent additional traffic on Beamish Lane which is currently unsuitable for additional traffic. Also assumes a review of the A41 / Beamish Lane junction and consideration of closure.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	15
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	The northern boundary forms an Environmental. Network corridor. This must be buffered. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	N/A
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees along northern boundary and hedgerows to south-west and east boundaries.
<i>Tree Comments Management of Constraints:</i>	development stand-off from trees along northern boundary.
<i>Tree Comments Opportunities:</i>	tree planting to enhance tree cover on site.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Rail to the north of the site and road to the east.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings plus boundary treatment as necessary to the road and rail.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Albrighton's proximity and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<p><b>Strategic Considerations:</b></p>	<p>The site is located to the east of Albrighton within land safeguarded for future development. The site is separated from the Albrighton development boundary by another promoted site (ALB017), which forms the remainder of the safeguarded land. The site forms part of an environmental network and there are significant trees and hedgerows present, these will need due consideration.</p> <p>The site may be subject to other ecological interests which would need to be evaluated as part of any development scheme. Highways and noise impacts associated with the adjoining railway line would need to be fully assessed and managed. Existing road network and access will require improvement to accommodate development. Impact on the A41 / Beamish Lane junction also needs to be assessed.</p> <p>Highways and noise impacts associated with the adjoining railway line would need to be fully assessed and managed.</p> <p>The site performs poorly in Stage 2a Settlement Sustainability Appraisal. However, it performs fair in the Stage 2a Black Country Contribution Sustainability Appraisal.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. However, given the scale of the site it is unlikely that in isolation it could accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Traffic calming and extension of 30mph speed limit necessary.</p> <p>Need to consider capacity of junction of Beamish Lane with A41.</p> <p>The existing road network and access off Beamish Lane is not satisfactory and will require improvement to accommodate development, potentially by seeking access via ALB017 to Kingswood Road.</p> <p>Buffering of the railway line.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Site could enhance environmental network.</p> <p>Opportunity for high quality tree planting.</p> <p>The site should integrate into the existing built form of the settlement and the developments occurring on adjacent sites.</p> <p>Strategic links through the site and into the adjacent development site required - vehicular/cyclist/pedestrian and green infrastructure/environmental networks.</p> <p>This site should also be considered in the context of ALB017 - to ensure a rational approach to development and the provision of infrastructure.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>Yes</p>
<p><b>Recommendation</b></p>	<p>Allocate for development alongside ALB017.</p>
<p><b>Reasoning</b></p>	<p>The site is well related to the settlement within an area of safeguarded land identified to meet Albrighton's future development requirements and is a natural direction for expansion.</p> <p>Whilst the site performs poorly within Stage 2a Settlement Sustainability Appraisal of the Site Assessment process, this is primarily due to access to services and facilities. Enhancing access from the site to the services and facilities available within the town can be achieved through development of the site (in combination with ALB017). Furthermore additional green infrastructure provision can be achieved through development of the site (in combination with ALB017).</p> <p>Given its position geographically it is considered an appropriate site for housing development to meet the needs of the local community and its surrounding rural hinterland.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	<p>ALB017 &amp; ALB021 Total: 180 dwellings</p>

**If proposed for Allocation  
Design Requirements:**

Comprehensive masterplan required for ALB017 and ALB021. Design and layout will ensure vehicular, cyclist and pedestrian access from ALB017 into ALB021. Contributions to jointly required infrastructure will be proportional, based on the level of development forecast.

An appropriately designed roundabout will be provided on Kingswood Road at the point of access into the site.

The 30mph zone on Kingswood Road will be extended to reflect the extent of the site and the impact on Beamish Lane/A41 junction assessed and mitigated. This will likely involve closure of this junction.

To enhance access to services and facilities in the town and achieve integrated communities, the development will include a northern vehicular, cyclist and pedestrian connection and any other appropriate pedestrian and cycle links into the saved SAMDev Allocation ALB002.

Green infrastructure will be provided through the site and link into the wider area. This provision will include an appropriate green buffer of the railway line and the associated green infrastructure corridor.

The pond on ALB017 will be appropriately assessed and managed (opportunity to integrate into open space provision). Where possible trees and hedgerows on the site should be retained and enhanced, supported by positive tree planting, particularly on areas of open space.

The site will incorporate appropriate sustainable drainage, informed by a sustainable drainage strategy. Any residual surface water flood risk will be managed by excluding development from the affected areas of the site, which will form part of the Green Infrastructure network. Flood and water management measures must not displace water elsewhere.

**\*Green Belt Purposes  
(where applicable):**

N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>ALB022</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Subject to visibility standards at access point onto A464 being acceptable.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	9
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	Requires EclA and surveys for bats, GCNs (ponds within 250m), badgers and nesting birds.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	N/A
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	
<i>Tree Comments Management of Constraints:</i>	
<i>Tree Comments Opportunities:</i>	no trees or hedges on site. Opportunity to enhance cover through tree / hedge planting as part of a landscape scheme
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible land contamination having noted a feature on the site.
<i>Public Protection Comments Management of Constraints:</i>	Remediation likely.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Albrighton's proximity and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<p><b>Strategic Considerations:</b></p>	<p>There is safeguarded land to the east of Albrighton intended to make provision for settlement development needs. This site is in Green Belt to the south of the settlement.</p> <p>As the sites availability is currently unknown, the site is not considered suitable for allocation. However it may have potential for future safeguarding.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt.</p> <p>The site is separated from the built form of the settlement.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site performs poorly in Stage 2a Settlement Sustainability Appraisal. However, it performs fair in the Stage 2a Black Country Contribution Sustainability Appraisal.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. However, given the scale of the site it is unlikely that in isolation it could accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Traffic calming and extension of 30mph speed limit necessary.</p> <p>Need to consider capacity of junction of Beamish Lane with A41.</p> <p>The existing road network and access off Beamish Lane is not satisfactory and will require improvement to accommodate development, potentially by seeking access via ALB017 to Kingswood Road.</p> <p>Buffering of the railway line.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Site could enhance environmental network.</p> <p>Opportunity for high quality tree planting.</p> <p>The site should integrate into the existing built form of the settlement and the developments occurring on adjacent sites.</p> <p>Strategic links through the site and into the adjacent development site required - vehicular/cyclist/pedestrian and green infrastructure/environmental networks.</p> <p>This site should also be considered in the context of ALB017 - to ensure a rational approach to development and the provision of infrastructure.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities. The site is considered to be located within a sensitive Green Belt parcel, the release of which would have high harm.</p> <p>The site is separated from the built form of the settlement by land which is also located within the Green Belt, release of which would also have high harm.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>ALB023</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; and moderately against purpose 3; and strongly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt due to the critical role the parcel plays in preserving the setting of the historical settlement area within Albrighton. Whilst a sub-parcel was identified with a reduced harm, this did not include the land promoted within this site.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Assumed via Harp La
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. If capacity / safety checks are made on the use of Harp Lane
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	23
<i>Ecology Comments Significant Constraints:</i>	If priority habitats are present then the site should not be developed.
<i>Ecology Comments Other Constraints:</i>	The site may contain priority habitats - botanical survey required. The eastern boundary borders an Environmental. Network. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, invertebrates and nesting birds

<i>Ecology Comments Management of Constraints:</i>	If priority habitat, those areas should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site wholly within Albrighton Conservation Area.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on character and appearance and setting of CA).
<i>Heritage Comments Opportunities:</i>	V high design quality required.
<i>Tree Comments Significant Constraints:</i>	within conservation area
<i>Tree Comments Other Constraints:</i>	mature trees to north and west boundaries, hedge to south and strip of woodland to eastern boundary.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees. Ensure reasonable development stand-off from woodland.
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	Good sight, no known constraints at this time.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Albrighton's proximity and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>There is safeguarded land to the east of Albrighton intended to make provision for settlement development needs. This site is in Green Belt to the south of the settlement.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; and moderately against purpose 3; and strongly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt due to the critical role the parcel plays in preserving the setting of the historical settlement area within Albrighton. Whilst a sub-parcel was identified with a reduced harm, this did not include the land promoted within this site.</p> <p>The site is well related to the built form of Albrighton, close to services and facilities including the primary school.</p> <p>The site is wholly within Albrighton Conservation Area this is therefore a significant consideration, particularly with regard to design quality.</p> <p>The site also has some significant trees and may contain priority habitats. These factors will also require due consideration.</p> <p>The site has a very constrained road access via Harp Lane which will also serve the adjoining allocated site, Land at White Acres (ALB003) which has been identified to deliver retirement housing. It is unclear whether Harp Lane would have sufficient capacity to serve additional development.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. However, given the scale of the site it is unlikely that in isolation it could accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>It is unclear whether Harp Lane would have sufficient capacity to serve additional development.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Site could potentially be restored/enhanced as priority habitat.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Retain as Green Belt</p>
<b>Reasoning</b>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities.</p> <p>The site is considered to be located within a sensitive Green Belt parcel, the release of which would have high harm.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modification Required</b>	<p>No</p>
<b>If proposed for Allocation, Potential Capacity:</b>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>ALB024</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	N/A
<i>Landscape Considerations: (from the LVSS)</i>	Not Assessed
<i>Visual Impact Considerations: (from the LVSS)</i>	Not Assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Via field gate access to Shaw Lane
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	N There is insufficient width to achieve an estate road vehicle access with associated footway provision in the land available from the current field gate access. Also unlikely to be able to deliver a suitable junction onto Shaw Lane.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	23
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	The railway line forms an Env. Network corridor. Requires EclA and surveys for GCNs (ponds within 500m), bats, badgers, reptiles and nesting birds. Hedgerows will need to be buffered.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site access falls within the Albrighton Conservation Area. Possible effect of setting of Grade II Meeson Hall (NHLE ref. 1053697) . Archaeological remains of a former windmill (HER PRN 05365) may be present towards the southern end of the site.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on character and appearance and setting of CA and LB; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	site fringed to east, south and west boundaries with belts of TPO trees
<i>Tree Comments Other Constraints:</i>	
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees
<i>Tree Comments Opportunities:</i>	enhance tree cover within site, to deliver net gain for biodiversity.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Albrighton's proximity and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>The site is not located within the Green Belt. The site consists of a large field with well defined field boundaries. There are residential dwellings to west and south, land to the east is currently allocated for residential development and to the north is the school and associated playing fields.</p> <p>The site is currently only accessible via a field gate access onto Shaw Lane. There is insufficient width to achieve an estate road vehicle access in this location and it is also unlikely to be able to deliver a suitable junction onto Shaw Lane. However, an alternative access could potentially be achieved through the adjacent development site (to the east of this site), any such access would need to have due regard of trees along site boundaries.</p> <p>The site is bounded by substantial belts of TPO'd trees to east, west and south.</p> <p>The existing site access falls within the Albrighton Conservation Area.</p> <p>Possible effect of setting of Grade II Meeson Hall and the site may also have archaeological potential.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site performs poorly in Stage 2a Settlement Sustainability Appraisal. However, it performs fair in the Stage 2a Black Country Contribution Sustainability Appraisal.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. However, given the scale of the site it is unlikely that in isolation it could accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>The site is currently only accessible via a field gate access onto Shaw Lane. There is insufficient width to achieve an estate road vehicle access in this location and it is also unlikely to be able to deliver a suitable junction onto Shaw Lane. However, an alternative access could potentially be achieved through the adjacent development site to the east of this site), any such access would need to have due regard of trees along site boundaries.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Site could potentially be restored/enhanced as priority habitat.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>Yes</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Potential for windfall development</p>
<b>Reasoning</b>	<p>The site is located within the development boundary.</p> <p>Any potential for windfall development is subject to identification and provision of an appropriate vehicular, cycle and pedestrian access. The current potential point of access is significantly constrained due to the width of available land, which means an appropriate access is unlikely to be achievable, and the limited ability to achieve a suitable junction onto Shaw Lane. However, an alternative access could potentially be achieved through the adjacent development site (to the east of this site), although any such access would be subject to highway approval and would need to have due regard of trees along site boundaries.</p> <p>Whilst the site performs poorly within the Sustainability Appraisal this is primarily due to access to services and facilities. Development could provide enhanced access to services and facilities and on-site green infrastructure.</p> <p>In addition to the above factors, any potential for windfall development is also subject to factors such as appropriate enhancement of site boundaries, due consideration of heritage assets in the area and the protection and integration of TPOs along site boundaries.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modification Required</b>	<p>No</p>
<b>If proposed for Allocation, Potential Capacity:</b>	

**If proposed for Allocation  
Design Requirements:**

**\*Green Belt Purposes  
(where applicable):**

N/A



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P32a</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2 and purpose 3; and moderately against purpose 4. The Green Belt Review undertaken for Shropshire indicates that the release of the sub-parcel containing this site would have a low-moderate level of harm on the Green Belt.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	12
<i>Ecology Comments Significant Constraints:</i>	If priority habitats are present then those areas of the site should not be developed, reducing the developable area available.
<i>Ecology Comments Other Constraints:</i>	The southern boundary forms an Environmental. Network corridor. This must be buffered. There is a pond on the site - if this contains GCNs then a min. 50m buffer will be required. The site may contain priority habitats - botanical survey required. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, invertebrates and nesting birds.

<i>Ecology Comments Management of Constraints:</i>	If priority habitat, those areas should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature hedgerows within and around site and trees to southern boundary.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	plant large, long-lived trees within site open space as part of a quality landscape scheme.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from A41 and railway.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings plus boundary treatment as necessary to the rail and road.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Albrighton's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>There is safeguarded land to the east of Albrighton intended to make provision for settlement development needs. This site is in Green Belt to the east of the settlement.</p> <p>As the sites availability is currently unknown, the site is not considered suitable for allocation. However it may have potential for future safeguarding.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2 and purpose 3; and moderately against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that the release of the sub-parcel containing this site would have a low-moderate level of harm on the Green Belt.</p> <p>The site is bounded by the Albrighton By-Pass and railway line (noise associated with these features will require due consideration). Whilst the site is adjacent to the built form of the settlement/land safeguarded for future development, it is some distance from the majority of the services and facilities in the settlement. The site is located within a parcel with medium landscape and visual impact for housing and medium-high impact for employment.</p> <p>The site also contains some significant trees/hedgerows and may contain priority habitats. These factors will require due consideration.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Site could potentially be restored/enhanced as priority habitat.</p> <p>Opportunity for high quality tree planting to form the focus for open space provision on the site.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Remove from the Green Belt and safeguard for future development.</p>
<p><b>Reasoning</b></p>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities. The sites availability is currently unknown.</p> <p>Due to the sites location, bounded by the Albrighton By-Pass and Railway Line and separated from the services and facilities available within the settlement by these physical features, it is likely that future use for employment purposes will be considered most appropriate. Removing land from the Green Belt is subject to identification of exceptional circumstances, this will be detailed within a Green Belt: Exceptional Circumstances Statement.</p> <p>These uses would need to complement existing uses on the site and in the surrounding area.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P32b</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2 and purpose 3; and moderately against purpose 4. The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a moderate level of harm on the Green Belt.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	13
<i>Ecology Comments Significant Constraints:</i>	If priority habitats are present then the site should not be developed.
<i>Ecology Comments Other Constraints:</i>	The site may contain priority habitats - botanical survey required. The southern boundary forms an Environmental. Network corridor. The hedgerows/tree lines should be buffered. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds.

<i>Ecology Comments Management of Constraints:</i>	If priority habitat, the site should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees to north and west boundaries
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Smallish site needs careful attention to shading and other constraints posed by trees.
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from A41 and railway. Farm to the east creating possible noise, odours, dust.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings plus boundary treatment as necessary to the rail and road. As this is a rather small site and noise sources surround it mitigation may be difficult or constrain the amount of development that can take place.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Albrighton's proximity and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>There is safeguarded land to the east of Albrighton intended to make provision for settlement development needs. This site is in Green Belt to the north of the settlement.</p> <p>As the sites availability is currently unknown, the site is not considered suitable for allocation. However it may have potential for future safeguarding.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2 and purpose 3; and moderately against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a moderate level of harm on the Green Belt.</p> <p>The site is bounded by the Albrighton By-Pass and railway line (noise associated with these features will require due consideration). The site is separated from the built form of the settlement by the railway line and other land. It is also some distance from the majority of the services and facilities in the settlement.</p> <p>The site also contains some mature trees and may contain priority habitats, these factors will require due consideration.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. However, given the scale of the site it is unlikely that in isolation it could accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Site could potentially be restored/enhanced as priority habitat.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Retain as Green Belt</p>
<b>Reasoning</b>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities. The sites availability is currently unknown.</p> <p>The site is separated from the built form of the settlement by the railway line and other land (separating land is considered to form part of a sensitive Green Belt parcel, the release of which would have high harm).</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modification Required</b>	<p>No</p>
<b>If proposed for Allocation, Potential Capacity:</b>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P32c</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	12%
<i>Percentage of site in Flood Zone 2:</i>	15%
<i>Percentage of site in Flood Zone 1:</i>	85%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	8%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	12%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	21%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	6%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2 and purpose 3; and moderately against purpose 4. The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a moderate level of harm on the Green Belt.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	12
<i>Ecology Comments Significant Constraints:</i>	If priority habitats are present then those areas of the site should not be developed, reducing the developable area available. The Environmental. Network corridor/tree lines/hedgerows/scrub/ditch should be retained and buffered, reducing the developable area available.
<i>Ecology Comments Other Constraints:</i>	The site may contain priority habitats - botanical survey required. The eastern section of the site and southern boundaries are Environmental. Network corridor. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, invertebrates and nesting birds.

<i>Ecology Comments Management of Constraints:</i>	If priority habitats, those areas should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impact on setting of Scheduled Monument of Moated site 330m south west of Humphreston Hall (NHLE ref. 1019203). Medium sized site in proximity to a moated site suggests that it may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (setting assessment, archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedgerows to site boundaries. North-west corner of site is constrained by mature trees and south-east by narrowness and scrub woodland
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	plant large, long-lived trees within site open space as part of a quality landscape scheme.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from A41 and railway.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings plus boundary treatment as necessary to the rail and road.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Albrighton's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>There is safeguarded land to the east of Albrighton intended to make provision for settlement development needs. This site is in Green Belt to the north of the settlement.</p> <p>As the sites availability is currently unknown, the site is not considered suitable for allocation. However it may have potential for future safeguarding.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2 and purpose 3; and moderately against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a moderate level of harm on the Green Belt.</p> <p>The site is bounded by the Albrighton By-Pass and railway line (noise associated with these features will require due consideration). The site is separated from the built form of the settlement by the railway line and other land. It is also some distance from the majority of the services and facilities in the settlement.</p> <p>15% of the site is located within flood zones 2 and/or 3, this is the element of the site most closely associated with the built form of Albrighton.</p> <p>8% of the site is located within the 30 year surface flood zone, 12% within the 100 year surface flood risk zones and 21% within the 1,000 year surface flood zone.</p> <p>The site also contains some mature trees; may contain priority habitats; and is adjacent to a scheduled monument. These factors will require due consideration.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Site could potentially be restored/enhanced as priority habitat.</p> <p>Opportunity for high quality tree planting to form the focus for open space provision on the site.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Retain as Green Belt</p>
<b>Reasoning</b>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities. The sites availability is currently unknown.</p> <p>The site is separated from the built form of the settlement by the railway line and other land (separating land is considered to form part of a sensitive Green Belt parcel, the release of which would have high harm).</p> <p>The element of the site is closest proximity to the built form of the settlement is located within flood zones 2 and/or 3.</p> <p>The site is adjacent to a scheduled monument.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modification Required</b>	<p>No</p>
<b>If proposed for Allocation, Potential Capacity:</b>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P35</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	2%
<i>Percentage of site in Flood Zone 2:</i>	3%
<i>Percentage of site in Flood Zone 1:</i>	97%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	10%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	14%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	28%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	1%
<i>Percentage of the site within 20m of a detailed river network:</i>	18%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt. However, a sub-parcel has been identified which would result in a moderate level of harm to the Green Belt, this sub-area represents an element of this site.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. This site could accommodate 1,158 homes and the impact on the highway in the vicinity could be very significant. In particular it will be necessary to assessments the A41 bypass junction (eastern end). However, the site should have the financial capacity to afford all necessary mitigation. Two access points onto Kingswood Road will need to be created and traffic from the centre of the site should be able to reach both access points. This would also enable public transport to be potentially re-routes through the site from Kingswood Road. Excellent pedestrian and cycle provision, including links to ALB008 and the school are critical to minimising single occupancy car traffic generated by the site.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	21
<i>Ecology Comments Significant Constraints:</i>	The developable area is much reduced by the presence of the Environmental. Network (and its associated habitats).
<i>Ecology Comments Other Constraints:</i>	Much of the site is Environmental. Network core habitat or corridors. The Environmental. Network must be retained and enhanced. There are ponds on/adjacent to the site and a ditch/drain along the southern boundary. The site may contain priority habitats - botanical survey required. There are PROWs and TPOs on the site. Requires botanical survey, EclA and surveys for bats (buildings, trees and transects), GCNs (ponds within 500m), badgers, white-clawed crayfish, otters, water voles, invertebrates, reptiles and nesting birds.

<i>Ecology Comments Management of Constraints:</i>	Environmental. Network and priority habitats must not be developed. Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Parts of the site could potentially be restored/enhanced as priority habitat. Habitat connectivity and POS could be enhanced.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site partially within Shifnal Conservation Area. Includes part of non-designated historic parkland for Albrighton Hall and also has potential to impact on setting of non-designated Albrighton Hall. Some metal detectorist finds and large size of site suggests it has some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on character and appearance and setting of CA; impacts on non-designated parklands and setting of Albrighton Hall; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	north-western part of site in conservation area. Strip of TPO woodland projects into central northern part of site.
<i>Tree Comments Other Constraints:</i>	mature trees and groups of trees and hedges around and throughout site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees
<i>Tree Comments Opportunities:</i>	large area of land so affords opportunity to integrate existing trees and groups of trees within a matrix of open space and natural habitat.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise to the east, particularly from the A41. Possible noise from Albrighton Hotel.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings plus boundary treatment as necessary to the road and hotel noise.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Albrighton's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>There is safeguarded land to the east of Albrighton intended to make provision for settlement development needs. This site is in Green Belt to the south of the settlement.</p> <p>As the sites availability is currently unknown, the site is not considered suitable for allocation. However it may have potential for future safeguarding.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt. However, a sub-parcel has been identified which would result in a moderate level of harm to the Green Belt, this sub-area represents an element of this site.</p> <p>Development of the entirety of the site would result in the need for an assessment of the eastern end of the A41 By-Pass junction; two access points onto Kingswood Road (this would also allow for public transport to be re-routed); and excellent pedestrian/cyclist links.</p> <p>10% of the site is located within the 30 year surface flood zone, 14% within the 100 year surface flood risk zones and 28% within the 1,000 year surface flood zone.</p> <p>The site contains environmental networks, which must be retained/enhanced.</p> <p>The site contains ponds and may contain priority habitats; part of the site is located within a conservation area; the site also includes part of a non-designated historic parkland and could impact on the setting of the non-designated Albrighton Hall; there are trees subject to TPO protection; and mature trees and hedgerows on the site.</p> <p>For the sub-area of the site it is expected that these factors will require proportional consideration, although some issues may only apply to the wider site.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Development of the entirety of the site would result in the need for an assessment of the eastern end of the A41 By-Pass junction; two access points onto Kingswood Road (this would also allow for public transport to be re-routed); and excellent pedestrian/cyclist links. For the identified sub-area, these requirements would need to be proportional to the scale of development proposed. Flood risk ( FZ2 and/or 3) relates to SW corner of parcel.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Site could potentially be restored/enhanced as priority habitat.</p> <p>Opportunity for high quality tree planting to form the focus for open space provision on the site.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Remove the identified sub-area from the Green Belt and safeguard for future development.</p>
<p><b>Reasoning</b></p>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities. The sites availability is currently unknown.</p> <p>The site is considered to be located within a sensitive Green Belt parcel, the release of which would have high harm. However, a sub-parcel has been identified which would result in a moderate level of harm to the Green Belt, this sub-area represents an element of this site. Removing land from the Green Belt is subject to identification of exceptional circumstances, this will be detailed within a Green Belt: Exceptional Circumstances Statement.</p> <p>The wider site contains designated and undesignated heritage assets, however these are considered to be focused outside the identified sub-parcel.</p> <p>The site contains ecological assets, however the majority of which are outside the identified sub-parcel.</p> <p>The wider site would require significant highway improvements, these would need to be provided proportional to the level and impact of development on the sub-parcel.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P36a</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	5%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	7%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	15%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	7%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Cross Road Patshull Road Holyhead Road
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assumes development will fund site frontage improvements along Cross Road and Patshull Road, including widening, provision of footway and extension of speed limits. Also assumes development will fund review and improvements at three junctions - Holyhead Road / Cross Road, Holyhead Road / Patshull Road and Cross Road / Patshull Road. The extent of these reviews and improvements will be dependent upon the layout of the development and decisions on the most appropriate access points for a development of potentially 696 homes. A new access onto Holyhead Road may be appropriate.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
<i>Ecology Comments Significant Constraints:</i>	Reduction in developable area available due to presence of ponds.
<i>Ecology Comments Other Constraints:</i>	An Environmental. Network corridor (a ditch) runs through part of the site. There are a number of ponds on the site. Ponds (priority habitat) should be retained, buffered and connectivity increased, which will reduce the developable area available. If GCNs are present in any of the ponds, buffers of at least 50m are likely to be required. Requires Ecla and surveys for bats (in trees), GCNs (ponds within 500m), badgers and nesting birds. The hedgerows will need to be appropriately buffered.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	No known archaeological interest but site is of a large size, so may have some archaeological potential
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	hedgerows and mature trees and groups of trees around and within site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	use 20% canopy cover policy to plant trees and woodland within site. large area of land so affords opportunity to integrate existing trees and groups of trees within a matrix of open space and natural habitat.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise to the boundaries of the site. Commercial operation to the northwest creating possible noise, dusts, odour.
<i>Public Protection Comments Management of Constraints:</i>	Potential to mitigate noise through separation distances, orientation and room layout as well as glazing and boundary treatment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Albrighton's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>There is safeguarded land to the east of Albrighton intended to make provision for settlement development needs. This site is in Green Belt to the south of the settlement.</p> <p>As the sites availability is currently unknown, the site is not considered suitable for allocation. However it may have potential for future safeguarding.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt.</p> <p>5% of the site is located within the 30 year surface flood zone, 7% within the 100 year surface flood risk zones and 15% within the 1,000 year surface flood zone.</p> <p>Whilst the sites northern point is adjacent to the built form of the settlement, the site generally has a poor relationship to the built form of Albrighton and projects into the countryside.</p> <p>The site may have archaeological potential.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities. The sites availability is currently unknown.</p> <p>The site is considered to be located within a sensitive Green Belt parcel, the release of which would have high harm.</p> <p>The site is poorly related to the built form of the settlement.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P36b</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	10%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	3%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Patshull Road Newhouse Lane Holyhead Road
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assumes development will fund site frontage improvements along Newhouse Lane and Patshull Road, including widening, provision of footway and extension of speed limits. Also assumes development will fund review and improvements at four junctions - Holyhead Road / Patshull Road, Cross Road / Patshull Road, Newhouse Lane / Holyhead Road and Newhouse Lane / Cross Road. The extent of these reviews and improvements will be dependent upon the layout of the development and decisions on the most appropriate access points for a development of potentially 1688 homes. A new access onto Holyhead Road may be appropriate.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	N. The site would not be able to deliver necessary improvements to Patshull Road or Newhouse Lane north of the site frontages for both vehicular and sustainable modes of transport to access Albrighton.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	18
<i>Ecology Comments Significant Constraints:</i>	Reduction in developable area available due to presence of ponds.
<i>Ecology Comments Other Constraints:</i>	An Environmental. Network corridor (a ditch) runs through part of site. There are a number of ponds on and in close proximity to the site. Ponds (priority habitat) should be retained, buffered and connectivity increased, which will reduce the developable area available. If GCNs are present in any of the ponds, buffers of at least 50m are likely to be required. Requires Ecla and surveys for bats (in trees), GCNs (ponds within 500m), badgers and nesting birds. The hedgerows will need to be appropriately buffered. PROWs cross the site.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Very large site which would be likely to impact on the settings of Grade II listed Lea Hall (NHLE ref. 1274036) and Boningale Conservation Area. Site would substantially reduce spatial separation between Albrighton and Boningale. Numerous metal detectorist finds from the site which suggests it may have archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on setting of LBs and CA; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	hedgerows and mature trees and groups of trees around and within site
<i>Tree Comments Management of Constraints:</i>	due to size of site - full EIA and landscape character assessment and VIA. At a smaller scale - Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	use 20% canopy cover policy to plant trees and woodland within site. large area of land so affords opportunity to integrate existing trees and groups of trees within a matrix of open space and natural habitat. Expand woodland adjacent southern boundary.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Roads around boundary of the site creating noise.
<i>Public Protection Comments Management of Constraints:</i>	Potential to mitigate noise through separation distances, orientation and room layout as well as glazing and boundary treatment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the south of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Albrighton's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>There is safeguarded land to the east of Albrighton intended to make provision for settlement development needs. This site is in Green Belt to the south of the settlement.</p> <p>As the sites availability is currently unknown, the site is not considered suitable for allocation. However it may have potential for future safeguarding.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt.</p> <p>A small proportion of the site is located within 30 and/or 100 year surface water flooding. 10% of the site is within the 1,000 year surface flood zone.</p> <p>The site is separated from the built form of the settlement and projects into the countryside.</p> <p>Development could impact on settings of Grade II listed Lea Hall and Boningale Conservation Area. Site would substantially reduce spatial separation between Albrighton and Boningale.</p> <p>The site may have archaeological potential.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities.</p> <p>The sites availability is currently unknown.</p> <p>Development could impact on settings of Grade II listed Lea Hall and Boningale Conservation Area. Site would substantially reduce spatial separation between Albrighton and Boningale.</p> <p>The site is considered to be located within a sensitive Green Belt parcel, the release of which would have high harm.</p> <p>The site is poorly related to the built form of the settlement.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P37a</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Holyhead Road Cross Road Green Lane
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assuming access onto Cross Road with extension of speed limit and provision of footway along site frontage. Access onto Green Lane should not be allowed unless improvements to Green Lane north of the site can be delivered.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	13
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	Requires Ecla and surveys for bats (in trees), GCNs (ponds within 500m), badgers and nesting birds. The hedgerows will need to be appropriately buffered.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Poor spatial relationship with existing settlement form. No known archaeological interest but site is of a large size, so may have some archaeological potential
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	hedgerows and mature trees within and around site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise to the boundaries of the site. Commercial operation to the east creating possible noise, dusts, odour.
<i>Public Protection Comments Management of Constraints:</i>	Potential to mitigate noise through separation distances, orientation and room layout as well as glazing and boundary treatment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Albrighton's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>There is safeguarded land to the east of Albrighton intended to make provision for settlement development needs. This site is in Green Belt to the south of the settlement.</p> <p>As the sites availability is currently unknown, the site is not considered suitable for allocation. However it may have potential for future safeguarding.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt.</p> <p>The site is separated from the built form of the settlement and projects into the countryside.</p> <p>The site may have archaeological potential.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site performs poorly in Stage 2a Settlement Sustainability Appraisal. However, it performs fair in the Stage 2a Black Country Contribution Sustainability Appraisal.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities. The sites availability is currently unknown.</p> <p>The site is considered to be located within a sensitive Green Belt parcel, the release of which would have high harm.</p> <p>The site is poorly related to the built form of the settlement.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P37b</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Holyhead Road Bowling Green Lane Green Lane
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	But onto Holyhead Road only. An estate road access for potentially 382 homes would not be satisfactory onto Green Lane or Bowling Green Lane unless improvements on these roads, to the north of the site, can be delivered.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. If vehicular trips into Albrighton can be controlled such that no routing via Bowling Green Lane and Green Lane takes place.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	12
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	Requires Ecla and surveys for bats (in trees), GCNs (ponds within 500m), badgers and nesting birds. The hedgerows will need to be appropriately buffered. A PROW crosses the site.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Poor spatial relationship with existing settlement form. No known archaeological interest but site is of a large size, so may have some archaeological potential
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	scattered trees and gappy hedgerows around site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Commercial in the north, east and south creating possible noise, dust odour including possible kennel in the south and a depot in the east.
<i>Public Protection Comments Management of Constraints:</i>	Potential to mitigate noise through separation distances, orientation and room layout as well as glazing and boundary treatment. Significant separation distances may be necessary.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Albrighton's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>There is safeguarded land to the east of Albrighton intended to make provision for settlement development needs. This site is in Green Belt to the south of the settlement.</p> <p>As the sites availability is currently unknown, the site is not considered suitable for allocation. However it may have potential for future safeguarding.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt.</p> <p>The site is separated from the built form of the settlement and projects into the countryside.</p> <p>The site may have archaeological potential.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site performs poorly in Stage 2a Settlement Sustainability Appraisal. However, it performs fair in the Stage 2a Black Country Contribution Sustainability Appraisal.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities. The sites availability is currently unknown.</p> <p>The site is considered to be located within a sensitive Green Belt parcel, the release of which would have high harm.</p> <p>The site is poorly related to the built form of the settlement.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modification Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P38</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	22%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2, purpose 3 and purpose 4. The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a low-moderate level of harm on the Green Belt.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	16
<i>Ecology Comments Significant Constraints:</i>	If priority habitats are present then the site should not be developed. The treeline/hedgerow should be appropriately buffered, reducing the developable area available.
<i>Ecology Comments Other Constraints:</i>	The site may contain priority habitats - botanical survey required. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, invertebrates and nesting birds.

<i>Ecology Comments Management of Constraints:</i>	If priority habitat, the site should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature hedgerow inside southern site boundary
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement.
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	Sewage works to the north east of the site creating odour on occasion. Bringing residential properties closer to this site may cause concerns to the sewage treatment works operator.
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the west of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Albrighton's proximity and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>There is safeguarded land to the east of Albrighton intended to make provision for settlement development needs. This site is in Green Belt to the north of the settlement.</p> <p>As the sites availability is currently unknown, the site is not considered suitable for allocation. However it may have potential for future safeguarding.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2, purpose 3 and purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a low-moderate level of harm on the Green Belt.</p> <p>The site contains a mature hedgerow and may contain priority habitats.</p> <p>A small proportion of the site is located within the 30 year and 100 year surface flood zones. 22% of the site is within the 1,000 year surface flood zone.</p> <p>The site is located in the gap between Albrighton and Cosford.</p> <p>The site is adjacent to a sewage treatment works which will require due consideration.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. However, given the scale of the site it is unlikely that in isolation it could accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Retain as Green Belt</p>
<b>Reasoning</b>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities. The sites availability is currently unknown.</p> <p>Whilst the site is considered to be located within a Green Belt parcel, where the release would result in low-moderate harm it is also located in the gap between Cosford and Albrighton.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modification Required</b>	<p>No</p>
<b>If proposed for Allocation, Potential Capacity:</b>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P39</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt.
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. Subject to a check on the capacity of Rectory Road and consideration of a shared highway network with ALB015 & P002 which would allow westbound traffic to access the Newport Rd via ALB015. This group of sites could accommodate 957 homes. This is particularly important as there is a pinch point on Rectory Rd south of the site frontage where third party land would be required for any improvements.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	13
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	The northern boundary forms an Environmental. Network corridor. Requires survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Environmental. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Medium sized site with a number of metal detectorist finds reported from it suggesting some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	trees to northern and east site boundaries
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	plant large, long-lived trees within site open space as part of a quality landscape scheme.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Rail to the north creating noise.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings plus boundary treatment as necessary to the rail.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north of Albrighton. Albrighton is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country. Albrighton benefits from strong road links to the Black Contry (around 4 miles to the list) via both the M54/A5 corridor and the A41 corridor. Albrighton benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Albrighton's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>There is safeguarded land to the east of Albrighton intended to make provision for settlement development needs. This site is in Green Belt to the north of the settlement.</p> <p>As the sites availability is currently unknown, the site is not considered suitable for allocation. However it may have potential for future safeguarding.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that the release of the parcel containing this site would have a high level of harm on the Green Belt.</p> <p>The site is separated from the built form of the settlement by other land. It is also some distance from the majority of the services and facilities in the settlement.</p> <p>Capacity of local highway network (Rectory Lane) and access would require assessment and potentially improvement to accommodate development. This may require land outside the promoted site to be achieved, including land in third party ownership.</p> <p>The site is bounded by the railway line to the north and is also located within the gap between Albrighton and Cosford. The noise associated with these features will require due consideration.</p> <p>The site also contains some mature trees; environmental networks; and may contain priority habitats, these factors will require due consideration.</p> <p>The site is located within a source protection zone, Environment Agency Guidance will need to be considered.</p> <p>The site performs poorly in Stage 2a Settlement Sustainability Appraisal. However, it performs fair in the Stage 2a Black Country Contribution Sustainability Appraisal.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site is situated in Albrighton, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor, A41 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Capacity of local highway network (Rectory Lane) and access would require assessment and potentially improvement to accommodate development. This may require land outside the promoted site to be achieved, including land in third party ownership.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Retain as Green Belt</p>
<b>Reasoning</b>	<p>Safeguarded land available to meet settlement development requirements along with infill and exception site opportunities. The sites availability is currently unknown.</p> <p>The site is considered to be located within a sensitive Green Belt parcel, the release of which would have high harm. Furthermore the site is separated from the built form of the settlement by other land located within the same sensitive Green Belt parcel.</p> <p>Beyond this other land is a Local Nature Reserve, between the site and the built form of the settlement.</p> <p>The site is located in the gap between Cosford and Albrighton.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modification Required</b> <b>If proposed for Allocation, Potential Capacity:</b>	

**If proposed for Allocation  
Design Requirements:**

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**



# Shropshire Local Plan

## Additional Sustainability Appraisal Report: Appendix 4

Updated Stage 3 Site Assessment:  
Bridgnorth Principal Centre



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD006</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	<p style="text-align: center;">GB Assessment Parcel P51</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4. The parcel was not included in the Green Belt Review undertaken for Shropshire which considered harm of release .</p> <p style="text-align: center;">Parcel not included in Part 2 Green Belt Review</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Very High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Very High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	A442 & B4363
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assumes junction onto A442 can be achieved without conflicting with the Cemetery junction and crossing facilities for pedestrians to the west side of the A442 incorporated. The topography and visibility on the B4363 may not allow a highway standard junction to be achieved but pedestrian cycle access should be provided.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	22
<i>Ecology Comments Significant Constraints:</i>	Site lies entirely within Env. Network corridor. CS17 Environmental Networks applies. No or reduced number of dwellings possible. Suggest seek landscape advice.
<i>Ecology Comments Other Constraints:</i>	EclA required. Surveys for Dormice, Badgers, Bats, nesting birds, vascular plants (possible species-rich semi-improved grassland needs botanical survey), reptiles. Environmental Network if very restricted housing numbers proposed.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network to north east and south in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Retain as part of Environmental Network in accordance with CS17 Environmental Networks and MD12. Otherwise use minimum number of houses to release majority of site for semi-natural open space, accessible to the public.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	blocks of TPO woodland adjoin north and south of site
<i>Tree Comments Other Constraints:</i>	derelict hedgerow trees along eastern site boundary, group of trees within site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Create 15m buffer from adjacent woodland.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to extend woodland cover to the north and south and enhance tree / hedge linkage along east of site
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise to the west
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north-east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site is outside the development boundary within the Green Belt to the north of Low Town adjacent to the A442. The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully.</p> <p>The land occupies a visually prominent site with hilly topography which may no longer be available, having been purchased to provide additional cemetery land.</p> <p>The severe topographical issues affecting the site's access and the site's ecological interest and role as an environmental network are significant constraints to development. Proximity to a range of recognised natural and historic assets, including protected trees and woodland, a wildlife site and high landscape value and visual impact are also significant considerations. In particular the sensitivity of the landscape to change arising from new housing is high and from new employment is very high. Similarly the views experienced are of high sensitivity to change arising from new housing and very high sensitivity to change arising from employment.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Acceptable highway access required.</p> <p>Retention/enhancement of environmental network.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>The site is also located in an area with ecological, high landscape and visual sensitivity. The sites topography may be challenging to create an appropriate access.</p> <p>It is understood that the site may have been purchased to provide an extension to the cemetery.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD006a</b>
Coal Authority Reference Area?	No
Mineral Safeguarding Area?	No
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	No
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	0%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
<b>Green Belt* Considerations:</b> (from the GB Assessment/Review)	<p style="text-align: center;">GB Assessment Parcel P51</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; and strongly against purpose 4. The parcel was not included in the Green Belt Review undertaken for Shropshire which considered harm of release .</p> <p style="text-align: center;">Parcel not included in Part 2 Green Belt Review</p>
Landscape Considerations (Residential) (from the LVSS):	High
Visual Impact Considerations (Residential) (from the LVSS):	High
Landscape Considerations (Employment) (from the LVSS):	Very High
Visual Impact Considerations (Employment) (from the LVSS):	Very High
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	A442
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	Assumes junction onto A442 can be achieved without conflicting with the Cemetery junction and crossing facilities for pedestrians to the west side of the A442 incorporated.
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	22
Ecology Comments Significant Constraints:	Site lies entirely within Env. Network corridor. CS17 Environmental Networks applies. No or very reduced number of dwellings possible. Suggest seek landscape advice.
Ecology Comments Other Constraints:	EclA required. Surveys for Dormice, Badgers, Bats, nesting birds, plants (possible species-rich semi-improved grassland needs botanical survey), reptiles. Environmental Network if very restricted housing numbers proposed.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Retain as part of Environmental Network in accordance with CS17 Environmental Networks and MD12. Otherwise use minimum number of houses to release majority of site for semi-natural open space, accessible to the public.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	line of trees and hedge to western side of site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement.
<i>Tree Comments Opportunities:</i>	linear site offers little scope for additional tree planting.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	Road noise to the west
<i>Public Protection Comments Opportunities:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north-east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site is outside the development boundary within the Green Belt to the north of Low Town adjacent to the A442. It is a linear site with a relatively poor relationship to the existing built form of the settlement. The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully.</p> <p>The land occupies a visually prominent site with hilly topography which may no longer be available, having been purchased to provide additional cemetery land.</p> <p>The severe topographical issues affecting the site's access and the site's ecological interest and role as an environmental network are significant constraints to development. Proximity to a range of recognised natural and historic assets, including protected trees and woodland, a wildlife site, high landscape value and visual impact are also significant considerations. In particular the sensitivity of the landscape to change arising from new housing is high and from new employment is very high. Similarly the views experienced are of high sensitivity to change arising from new housing and very high sensitivity to change arising from employment.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Acceptable highway access required.</p> <p>Retention/enhancement of environmental network.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>The site is also located in an area with ecological, high landscape and visual sensitivity. The sites topography may be challenging to create an appropriate access.</p> <p>It is understood that the site may have been purchased to provide an extension to the cemetery.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>



<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD012</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	N/A
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Stourbridge Road
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Provided development can fund major earthworks and drainage associated with gaining access to the highway as the land is considerably higher than Stourbridge Road and introducing a footway on the southside of Stourbridge Road.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	21
<i>Ecology Comments Significant Constraints:</i>	Site lies entirely within Env. Network corridor. CS17 Environmental Networks applies. No or reduced number of dwellings possible. Suggest seek landscape advice.
<i>Ecology Comments Other Constraints:</i>	EclA required. Surveys for Dormice, Badgers , Bats, nesting birds, plants (possible species-rich semi-improved grassland and other habitats need botanical survey), reptiles. Environmental Network if very restricted housing numbers proposed.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network to south and east in accordance with CS17 Environmental Networks and MD12, preferably by not allocating this site.
<i>Ecology Comments Opportunities:</i>	Retain as part of Environmental Network in accordance with CS17 Environmental Networks and MD12. Otherwise use minimum number of houses to release majority of site for semi-natural open space, accessible to the public.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impact on setting of Bridgnorth Conservation Area.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on setting of CA).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	TPO trees within site and along eastern boundary, TPO woodland adjoining southern and western boundaries.
<i>Tree Comments Other Constraints:</i>	site surrounded by mature trees and woodland
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Create 15m buffer from adjacent woodland. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees.
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise to the north
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	The site is located in east Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Bridgnorth proximity and strong highway links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<p><b>Strategic Considerations:</b></p>	<p>Whilst the site is associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, due to its size it is unlikely that in isolation it could accommodate a meaningful component of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site is an area of green open space which forms part of the environmental network within the built form of Bridgnorth. Development of the site is compromised by its ecological value and by the difficulty and cost of achieving an acceptable highway access. Possible impact on the setting of the Conservation Area and TPO trees are also significant considerations.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Major earthworks and drainage would be required in an ecologically sensitive location and Conservation Area setting context to achieve an acceptable highway access.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>Yes</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Potential Windfall site</p>
<p><b>Reasoning</b></p>	<p>Whilst potentially suitable in principle, this is an environmentally sensitive site with access problems. The modest proportion of the site which is developable may not provide sufficient viability to deliver an acceptable scheme.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**\*Green Belt Purposes (where applicable):**

n/a

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD014</b>
Coal Authority Reference Area?	No
Mineral Safeguarding Area?	No
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	0%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
<b>Green Belt* Considerations:</b> (from the GB Assessment/Review)	<p>Within GB Parcel P55. The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; weakly against purpose 3; and strongly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a high level of harm on the Green Belt due to the impact on the setting of the historic settlement. A sub-parcel forming the western part of this parcel was identified which would have a low-moderate level of harm if released. The western part of the site is within this sub parcel.</p>
Landscape Considerations (Residential) (from the LVSS):	High
Visual Impact Considerations (Residential) (from the LVSS):	High
Landscape Considerations (Employment) (from the LVSS):	Very High
Visual Impact Considerations (Employment) (from the LVSS):	Very High
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	Stourbridge Road
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	N
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	Y. Outside existing 40mph limit but this can be reviewed and extended with traffic calming / gateway feature.
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	20
<b>Ecology Comments Significant Constraints:</b>	Site lies entirely within Env. Network corridor. CS17 Environmental Networks applies. No or reduced number of dwellings possible. Site also directly abuts Ancient Woodland protected under the NPPF. Suggest seek landscape advice.
<b>Ecology Comments Other Constraints:</b>	EclA required. Surveys for GCN (ponds within 500m) Dormice, Badgers, Bats, nesting birds, plants (likely unimproved grassland and other priority habitats need botanical survey), reptiles. Ancient Woodland also to be surveyed to inform impacts from residential development. Environmental Network if very restricted housing numbers proposed.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Large buffer required to Ancient Woodland boundary without public access. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12, preferably by not allocating this site.
<i>Ecology Comments Opportunities:</i>	Retain as part of Environmental Network in accordance with CS17 Environmental Networks and MD12. Otherwise use minimum number of houses to release majority of site for semi-natural open space, accessible to the public, whilst buffering the Ancient Woodland from public access.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Historic OS maps indicate part of site used for a rifle range in the C19th. No other known archaeological interest but site is of a large size, so may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	TPO woodland adjoins length of eastern boundary.
<i>Tree Comments Other Constraints:</i>	hedges, trees and scrub within and around site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Create 15m buffer from adjacent woodland.
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	Industrial uses to the west include a household recycling centre which will be noisy and create odour and dusts.
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>This site occupies a visually sensitive position adjacent to but outside the development boundary and sits within the Green Belt. The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully.</p> <p>The site adjoins ancient woodland, is within an area of high landscape value and visual impact, forms part of the environmental network and may have archaeological value, all of which are significant considerations. The sensitivity of the landscape to change arising from new housing is high and from new employment is very high. Similarly the views experienced are of high sensitivity to change arising from new housing and very high sensitivity to change arising from employment. Neighbouring uses (Recycling centre and Ancient Woodland) mean that the site is unsuitable for residential development.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Retention/enhancement of environmental network. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>The site is also located in an area with high landscape and visual sensitivity and adjacent to ancient woodland. Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>



<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD017</b>
Coal Authority Reference Area?	Yes
Mineral Safeguarding Area?	No
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	0%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Green Belt* Considerations: (from the GB Assessment/Review)	N/A
Landscape Considerations (Residential) (from the LVSS):	Medium
Visual Impact Considerations (Residential) (from the LVSS):	Medium
Landscape Considerations (Employment) (from the LVSS):	Medium- High
Visual Impact Considerations (Employment) (from the LVSS):	Medium- High
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	B4364 Ludlow Road
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	Assuming the development (linked to BRD023, BRD019, BRD019a and BRD022) fund extension of speed limit with associated traffic calming, a shared roundabout access and associated pedestrian facilities linking development sites to the Bridgnorth via the Ludlow Road corridor. BRD017, 022, 021 and ODY008, 002 should provide a highway link from Oldbury Road to the Ludlow Road.
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	Assuming the developments will fund any necessary improvements at the B4364 / A458 Bypass roundabout junction.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	18
Ecology Comments Significant Constraints:	Site lies entirely within Env. Network corridor and CS17 Environmental Networks applies. Only reduced numbers of housing possible as protection of Environmental Network unlikely to be fully possible in open space provision. Natural England would need to be consulted if >100 houses according to IRZs (potential impacts on SSSIs).
Ecology Comments Other Constraints:	EclA required. Surveys for GCN (ponds within 500m) Dormice, Badgers, Bats, nesting birds, plants (likely priority habitats need botanical survey), reptiles.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12, preferably by providing open space with semi-natural habitat to north and east corner and maintain a buffered green corridor along the eastern boundary..
<i>Ecology Comments Opportunities:</i>	Use open space provision to provide biodiversity enhancements. Link open space to existing hedgerow and woodland to north and east. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedgerow around site and woodland adjacent north boundary.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Create 15m buffer from adjacent woodland.
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to west
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the south-west of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Bridgnorth proximity and strong highway links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<p><b>Strategic Considerations:</b></p>	<p>Whilst the site is associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, due to its size it is unlikely that in isolation it could accommodate a meaningful component of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site forms part of the environmental network, occupies a rural setting and is physically and functionally separated from the development boundary and built form of Bridgnorth (and its services and facilities) by a wooded field and the A458. The size and capacity of the site, taking into account likely need to safeguard ecological interest, would be insufficient, to provide for the provision of local services and appropriate traffic calming and pedestrian links to Bridgnorth.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>A local service centre and appropriate traffic calming and pedestrian links to Bridgnorth. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Countryside</p>
<p><b>Reasoning</b></p>	<p>The site is physically and functionally divorced from the built area of Bridgnorth, together with its facilities, services and infrastructure. The size and capacity of the site, taking into account likely need to safeguard ecological interest, would be insufficient, to provide for the provision of local services and appropriate traffic calming and pedestrian links to Bridgnorth.</p> <p>A preferable site has been identified which could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**\*Green Belt Purposes (where applicable):**

n/a

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD019</b>
Coal Authority Reference Area?	Yes
Mineral Safeguarding Area?	No
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	0%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Green Belt* Considerations: (from the GB Assessment/Review)	N/A
Landscape Considerations (Residential) (from the LVSS):	Medium
Visual Impact Considerations (Residential) (from the LVSS):	Medium
Landscape Considerations (Employment) (from the LVSS):	Medium- High
Visual Impact Considerations (Employment) (from the LVSS):	Medium- High
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	B4364 Ludlow Road
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	Assuming the development (linked to BRD017, BRD022, BRD019a and BRD023) funds extension of speed limit with associated traffic calming, a shared roundabout access and associated pedestrian facilities linking development sites to the Bridgnorth via the Ludlow Road corridor.
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	Assuming the developments will fund any necessary improvements at the B4364 / A458 Bypass roundabout junction.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	18
Ecology Comments Significant Constraints:	Site lies entirely within Env. Network corridor and CS17 Environmental Networks applies. Only very reduced numbers of housing possible as protection of Environmental Network unlikely to be fully possible in open space provision.
Ecology Comments Other Constraints:	EclA required. Surveys for Dormice, Badgers , Bats, nesting birds, plants (likely priority habitats need botanical survey), reptiles.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees and scrub in field. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12, by only allowing a few houses or not allocating this site.
<i>Ecology Comments Opportunities:</i>	Use open space provision to provide biodiversity enhancements. Link open space to existing hedgerow systems and scrub. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12 by retaining majority of semi-natural vegetation with public access.
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	site covered in trees and woodland
<i>Tree Comments Other Constraints:</i>	
<i>Tree Comments Management of Constraints:</i>	
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to north and west.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the south-west of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Bridgnorth proximity and strong highway links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<p><b>Strategic Considerations:</b></p>	<p>Whilst the site is associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, due to its size it is unlikely that in isolation it could accommodate a meaningful component of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site forms part of the environmental network, occupies a rural setting and is physically and functionally separated from the development boundary and built form of Bridgnorth (and its services and facilities) by a wooded field and the A458. The size and capacity of the site, taking into account likely need to safeguard ecological interest, would be insufficient, to provide for the provision of local services and appropriate traffic calming and pedestrian links to Bridgnorth.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>A local service centre and appropriate traffic calming and pedestrian links to Bridgnorth. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Countryside</p>
<p><b>Reasoning</b></p>	<p>The site is physically and functionally divorced from the built area of Bridgnorth, together with its facilities, services and infrastructure. The size and capacity of the site, taking into account likely need to safeguard ecological interest, would be insufficient, to provide for the provision of local services and appropriate traffic calming and pedestrian links to Bridgnorth.</p> <p>A preferable site has been identified which could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>



<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**\*Green Belt Purposes (where applicable):**

n/a

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD019a</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	N/A
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium- High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium- High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	B4364 Ludlow Road
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assuming the development (linked to BRD017, BRD022, BRD019 and BRD023) funds extension of speed limit with associated traffic calming, a shared roundabout access and associated pedestrian facilities linking development sites to the Bridgnorth via the Ludlow Road corridor.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Assuming the developments will fund any necessary improvements at the B4364 / A458 Bypass roundabout junction.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	18
<i>Ecology Comments Significant Constraints:</i>	Site lies entirely within Env. Network corridor and CS17 Environmental Networks applies. Only very reduced numbers of housing possible as protection of Environmental Network unlikely to be fully possible in open space provision.
<i>Ecology Comments Other Constraints:</i>	EclA required. Surveys for Dormice, Badgers , Bats, nesting birds, plants (likely priority habitats need botanical survey), reptiles.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees and scrub in field. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12, by only allowing a few houses or not allocating this site.
<i>Ecology Comments Opportunities:</i>	Use open space provision to provide biodiversity enhancements. Link open space to existing hedgerow systems and scrub. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12 by retaining majority of semi-natural vegetation with public access.
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	site surrounded by trees and woodland.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to north and west.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the south-west of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Bridgnorth proximity and strong highway links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<p><b>Strategic Considerations:</b></p>	<p>Whilst the site is associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, due to its size it is unlikely that in isolation it could accommodate a meaningful component of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site forms part of the environmental network, occupies a rural setting and is physically and functionally separated from the development boundary and built form of Bridgnorth (and its services and facilities) by a wooded field and the A458. The size and capacity of the site, taking into account likely need to safeguard ecological interest, would be insufficient, to provide for the provision of local services and appropriate traffic calming and pedestrian links to Bridgnorth.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>A local service centre and appropriate traffic calming and pedestrian links to Bridgnorth. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Countryside</p>
<p><b>Reasoning</b></p>	<p>The site is physically and functionally divorced from the built area of Bridgnorth, together with its facilities, services and infrastructure. The size and capacity of the site, taking into account likely need to safeguard ecological interest, would be insufficient, to provide for the provision of local services and appropriate traffic calming and pedestrian links to Bridgnorth.</p> <p>A preferable site has been identified which could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**\*Green Belt Purposes (where applicable):**

n/a

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD021</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	N/A
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium- High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium- High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Manor Farm Lane
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	N. Manor Farm Lane is not suitable for the additional traffic from 568 homes and can not be improved without third party land.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	N. The junction of Manor Farm Lane and the B4363 are not suitable for the additional traffic from 568 homes and can not be improved without third party land.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
<i>Ecology Comments Significant Constraints:</i>	None.
<i>Ecology Comments Other Constraints:</i>	EcIA required. Surveys for GCN (ponds adjacent and within 500m with GCN records), Dormice, Badgers , Bats, nesting birds. Environmental Network lies adjacent to the site along the northern border. Footpath crosses site.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees and hedges in field.
<i>Ecology Comments Opportunities:</i>	Use open space provision to provide biodiversity enhancements. Link open space to existing hedgerow systems and public footpaths. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	SE part of site may effect setting of Oldbury Conservation Area. Large size of site and scatter of metal detectorist finds suggests it may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on setting of CA; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedgerows around site and a group of a few trees within site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Retain fine trees within site as features in open space within any development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to north. Any significant scale development causing additional traffic movements into town requires air quality assessment.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise. Air quality mitigation may be necessary.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south-west of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>Large site close to the village of Oldbury which occupies a rural setting and is physically and functionally separated from the development boundary the Bridgnorth bypass. The site slopes away from the A458. An acceptable highway access cannot be achieved without third party land. Possible impact on the setting of the Oldbury Conservation Area and areas of landscape value and visual impact are also considerations.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>An acceptable highway access.  A local service centre and appropriate traffic calming and pedestrian links to Bridgnorth.  Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Countryside</p>
<p><b>Reasoning</b></p>	<p>An acceptable highway access cannot be achieved without third party land. The site is physically and functionally divorced from the built area of Bridgnorth, together with its facilities, services and infrastructure, although it is acknowledged that given its size it would have the potential to provide services on site.</p> <p>A preferable site has been identified which could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>



<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**\*Green Belt Purposes (where applicable):**

n/a

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD022</b>
Coal Authority Reference Area?	Yes
Mineral Safeguarding Area?	No
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	1%
Percentage of the site in the 1,000 year surface flood risk zone:	5%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Green Belt* Considerations: (from the GB Assessment/Review)	N/A
Landscape Considerations (Residential) (from the LVSS):	Medium
Visual Impact Considerations (Residential) (from the LVSS):	Medium
Landscape Considerations (Employment) (from the LVSS):	Medium- High
Visual Impact Considerations (Employment) (from the LVSS):	Medium- High
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	Assume this is achieved via the private track to Conduit Farmhouse to the B4364
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	Assuming the development (linked to BRD017, BRD019, BRD019a and BRD023) funds extension of speed limit with associated traffic calming, a shared roundabout access and associated pedestrian facilities linking development sites to the Bridgnorth via the Ludlow Road corridor. A highway standard improvement of the existing track to Conduit Farmhouse junction with the B4364 would not be desirable. BRD017, 022, 021 should provide a highway link from Oldbury Road to the Ludlow Road.
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	Assuming the developments will fund any necessary improvements at the B4364 / A458 Bypass roundabout junction.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
Ecology Comments Significant Constraints:	Western third lies within Env. Network corridor and CS17 Environmental Networks applies. Reduced numbers of housing may be required as protection of Environmental Network unlikely to be fully possible in open space provision.
Ecology Comments Other Constraints:	Ecia required. Surveys for Dormice, Badgers , Bats, nesting birds, reptiles.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees, hedges and scrub in field. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12, by focusing enlarged open space with semi-natural habitat in western half of the site.
<i>Ecology Comments Opportunities:</i>	Use open space provision to provide biodiversity enhancements. Link open space to existing hedgerow systems.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site includes non-designated historic farmstead of Conduit farm (HER PRN 25942). Large size of site and scatter of metal detectorist finds suggests it may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (Level 2 historic buildings assessment if demo of farm included; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	site surrounded by trees and hedgerows, groups of mature trees within site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Create 15m buffer from adjacent woodland and seek to retain internal trees within open space.
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to north. Any significant scale development causing additional traffic movements into town requires air quality assessment.
<i>Public Protection Comments Management of Constraints:</i>	Any significant scale development causing additional traffic movements into town requires air quality assessment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south-west of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site forms part of the environmental network and occupies a rural setting and is physically and functionally separated from the development boundary and built form of Bridgnorth by the A458. The western portion of the site has a very steep topography dropping down from Ludlow Road. In order to achieve an acceptable highway access third party land may be required. The size and capacity of the site would be insufficient to provide for the provision of local services and appropriate traffic calming and pedestrian links to Bridgnorth.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>A local service centre and appropriate traffic calming and pedestrian links to Bridgnorth.  Protection/enhancement of environmental network.  Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Countryside</p>
<p><b>Reasoning</b></p>	<p>The site is physically and functionally divorced from the built area of Bridgnorth, together with its facilities, services and infrastructure. The size and capacity of the site, taking into account likely need to safeguard ecological interest, would be insufficient, to provide for the provision of local services and appropriate traffic calming and pedestrian links to Bridgnorth.</p> <p>A preferable site has been identified which could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**\*Green Belt Purposes (where applicable):**

n/a

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD023</b>
Coal Authority Reference Area?	Yes
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	0%
Percentage of the site identified on the EA Historic Flood Map:	N/A
Percentage of the site within 20m of an historic flood event:	N/A
Percentage of the site within 20m of a detailed river network:	N/A
All or part of the site within a Source Protection Zone:	No
Green Belt* Considerations: (from the GB Assessment/Review)	N/A
Landscape Considerations (Residential) (from the LVSS):	Medium
Visual Impact Considerations (Residential) (from the LVSS):	Medium
Landscape Considerations (Employment) (from the LVSS):	Medium- High
Visual Impact Considerations (Employment) (from the LVSS):	Medium- High
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	B4364 Ludlow Road
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	Assuming the development (linked to BRD017, BRD019, BRD019a and BRD022) fund extension of speed limit with associated traffic calming, a shared roundabout access and associated pedestrian facilities linking development sites to the Bridgnorth via the Ludlow Road corridor.
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	Assuming the developments will fund any necessary improvements at the B4364 / A458 Bypass roundabout junction.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
Ecology Comments Significant Constraints:	Natural England would need to be consulted if >100 houses according to IRZs (potential impacts on SSSIs). Otherwise none.
Ecology Comments Other Constraints:	EclA required. Surveys for GCN (ponds within 500m), Dormice, Badgers , Bats, nesting birds, plants (likely priority habitats need botanical survey), reptiles. Footpath crosses site.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees, hedges and scrub in fields. Protect, enhance and restore Env. Network by linking open space with northern and eastern boundaries in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Use open space provision to provide biodiversity enhancements. Link open space to existing hedgerow systems and Env Network on boundaries.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Large size of site suggests it may have archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedgerows around site boundaries and numerous hedgerows within site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Retain fine trees within site as features in open space within any development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to north and east as a noise source and as junction of roads creates slowing down and acceleration and the site runs close to the junction air quality issues may exist. Any significant scale development causing additional traffic movements into town requires air quality assessment. Commercial/agricultural land exists in the middle of the site.
<i>Public Protection Comments Management of Constraints:</i>	Any significant scale development causing additional traffic movements into town requires air quality assessment (for town impacts and also for on site impacts the later of which is best addressed through standoff distances). Separation distances and other mitigation to separate from existing commercial/agri use.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the west of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site occupies a rural setting and is physically and functionally separated from the development boundary and built form of Bridgnorth by the A458. It is understood that only about half of the identified land is actually available for development. The size and capacity of the site would be insufficient to provide for the provision of local services in this location and appropriate traffic calming and pedestrian links to Bridgnorth. The site forms part of a wider site promotion.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>A local service centre and appropriate traffic calming and pedestrian links to Bridgnorth. Linkage to environmental network. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Considered as part of a wider site promotion.</p>
<p><b>Reasoning</b></p>	<p>The site is physically and functionally divorced from the built area of Bridgnorth, together with its facilities, services and infrastructure. The size and capacity of the site, taking into account the fact that only part of the site is understood to be available for development, would be insufficient, to provide for the provision of local services and appropriate traffic calming and pedestrian links to Bridgnorth.</p> <p>A preferable site, which includes this area of land has been identified which could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>



<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**\*Green Belt Purposes (where applicable):**

n/a

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD024</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	6%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	14%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	N/A
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not Assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not Assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not Assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not Assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	A458
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assumes the development (linked with BRD025) can fund a new roundabout junction in the same location as the existing Wenlock Road / A458 Bypass ghost island junction.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	18
<i>Ecology Comments Significant Constraints:</i>	Natural England would need to be consulted if >100 houses according to IRZs (potential impacts on SSSIs). Otherwise none.
<i>Ecology Comments Other Constraints:</i>	EcIA required. Surveys for GCN (ponds within 500m), Dormice, Badgers, Bats, nesting birds, plants (likely priority habitats need botanical survey), reptiles, water voles if open ditches present on eastern and western boundaries. Env. Network borders site, particularly to A458 verge and the woodland area to the north, plus ditches/watercourses on boundaries.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees, hedges in fields. Protect, enhance and restore Env. Network by linking semi-natural open space with northern and eastern boundaries in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Use open space provision to provide biodiversity enhancements. Link open space to existing hedgerow systems and Env Network on boundaries.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Large size of site suggests it may have archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedgerows around and within the site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Retain fine trees within site as features in open space within any development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to north as a noise source. Any significant scale development causing additional traffic movements into town requires air quality assessment. Possible impact from commercial to the west.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise. Any significant scale development causing additional traffic movements into town requires air quality assessment (for town impacts and also for on site impacts the later of which is best addressed through standoff distances). Standoff distances to commercial to the west and any additional mitigation as necessary
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the west of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>Site is allocated as employment land as an integral part of a wider, mixed-use development in the adopted SAMDev Plan to deliver balanced growth for Bridgnorth during the period to 2038.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Roundabout on A458.</p> <p>A local service centre and appropriate traffic calming and pedestrian links to Bridgnorth.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as employment land</p>
<p><b>Reasoning</b></p>	<p>The site forms an integral part of an existing, mixed-use allocation (ELR011a) . Residential development in this location would result in housing which is physically and functionally divorced from the built area of Bridgnorth, together with its facilities, services and infrastructure. The size and capacity of the site, taking into account the fact that only part of the site is understood to be available for development, would be insufficient, to provide for the provision of local services and appropriate traffic calming and pedestrian links to Bridgnorth.</p> <p>A preferable site which could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**\*Green Belt Purposes (where applicable):**

n/a

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD025</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	8%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	N/A
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not Assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not Assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not Assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not Assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	A458
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assumes the development (linked with BRD024) can fund a new roundabout junction in the same location as the existing Wenlock Road / A458 Bypass ghost island junction.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
<i>Ecology Comments Significant Constraints:</i>	None.
<i>Ecology Comments Other Constraints:</i>	EclA required. Surveys for GCN (ponds within 500m), Dormice, Badgers , Bats, nesting birds, plants (likely priority habitats need botanical survey), reptiles, water voles if open ditches present on western boundary. Env. Network borders site, particularly to A458 verge and north-west. Footpaths cross the site.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees, hedges in fields. Protect, enhance and restore Env. Network by linking semi-natural open space with northern and eastern boundaries and green routes along footpaths in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Use open space provision to provide biodiversity enhancements. Link open space to existing hedgerow systems and Env Network on boundaries.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Large size of site suggests it may have archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedgerows around the north, east and west site boundaries and group of mature trees in middle of site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Retain fine trees within site as features in open space within any development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to north as a noise source. Any significant scale development causing additional traffic movements into town requires air quality assessment.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise. Any significant scale development causing additional traffic movements into town requires air quality assessment (for town impacts and also for on site impacts the later of which is best addressed through standoff distances).
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the west of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>Site is allocated as employment land as an integral part of a wider, mixed-use development in the adopted SAMDev Plan to deliver balanced growth for Bridgnorth during the period to 2038.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Roundabout on A458.</p> <p>A local service centre and appropriate traffic calming and pedestrian links to Bridgnorth.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as employment land</p>
<p><b>Reasoning</b></p>	<p>The site forms an integral part of an existing, mixed-use allocation (ELR011b) . Residential development in this location would result in housing which is physically and functionally divorced from the built area of Bridgnorth, together with its facilities, services and infrastructure. The size and capacity of the site, taking into account the fact that only part of the site is understood to be available for development, would be insufficient, to provide for the provision of local services and appropriate traffic calming and pedestrian links to Bridgnorth.</p> <p>A preferable site which could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>



<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**\*Green Belt Purposes (where applicable):**

n/a

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD026</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	11%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	N/A
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Old Worcester Road
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	15
<i>Ecology Comments Significant Constraints:</i>	Do not put on Brownfield Register as may be of ecological value and part of site included in the Env. Network.
<i>Ecology Comments Other Constraints:</i>	EclA required. Surveys for Dormice, Badgers , Bats, nesting birds, plants (likely priority habitats, acid grassland, need botanical survey), reptiles. Env. Network borders site to south.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees/scrub on site. Protect, enhance and restore Env. Network by using and restoring semi- natural habitat in open space adjacent to south-eastern boundary in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Use open space provision to provide biodiversity enhancements. Link open space to existing hedgerow systems and Env Network on boundaries.
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees / woodland at north and south corners of site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees.
<i>Tree Comments Opportunities:</i>	use tree landscaping to enhance tree cover within site as appropriate.
<i>Public Protection Comments Significant Constraints:</i>	Due to nature of surrounding land uses this site is unacceptable as residential land use (noise, odour, dust, contamination).
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Bridgnorth proximity and strong highway links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<p><b>Strategic Considerations:</b></p>	<p>Whilst the site is associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, due to its size it is unlikely that in isolation it could accommodate a meaningful component of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>Small area of land which represents an allocated employment site (WO39) in the adopted SAMDev Plan and is located within an existing employment area. The site is surrounded by an employment site/commitments, and is therefore an inappropriate location for residential development.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Surface water management.  Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as employment allocation</p>
<p><b>Reasoning</b></p>	<p>The site is an allocated employment site located within an existing employment area and as such is considered most appropriate for employment uses.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**\*Green Belt Purposes (where applicable):**

n/a

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD027</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	19%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	N/A
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Innage Lane
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	24
<i>Ecology Comments Significant Constraints:</i>	None.
<i>Ecology Comments Other Constraints:</i>	EclA required. Surveys for Bats and nesting birds. Env. Network borders site to north-east, potential restoration area to south-west adjacent to site.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees/scrub on site. Protect, enhance and restore Env. Network by retaining existing trees in north-east corner within open space in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Use open space provision to provide biodiversity enhancements. Link open space to existing hedgerow systems and Env Network on boundaries.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site within settings of Bridgnorth and Innage Gardens Conservation Areas. Also includes non-designated heritage assets of Innage Lee house (HER PRN 32635) and associated outbuildings.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of CAs). NB. Heritage Assessment (2015) and archaeological DBA (2016) have previously produced for this site.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	site located between two areas of conservation area, to east and west.
<i>Tree Comments Other Constraints:</i>	mature trees and hedges to east, west and south site boundaries
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees.
<i>Tree Comments Opportunities:</i>	use tree landscaping to enhance tree cover within site as appropriate.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Any significant scale development causing additional traffic movements into town requires air quality assessment.
<i>Public Protection Comments Management of Constraints:</i>	Assessment of impact on AQMA needed and mitigation where available.
<i>Public Protection Comments Opportunities:</i>	Removal of existing commercial may improve noise environment for residents close by.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	The site is located in central Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Bridgnorth proximity and strong highway links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<p><b>Strategic Considerations:</b></p>	<p>Whilst the site is associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, due to its size it is unlikely that in isolation it could accommodate a meaningful component of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>Vacant former builders yard which is in close proximity to services and facilities being located just to the north of Bridgnorth town centre within the development boundary. The site includes non designated heritage assets and is located between two conservation areas therefore the setting of these and impact on non designated heritage assets will be an important consideration. Part of the site is potentially impacted by surface and ground water flood risk which will need investigation.</p> <p>It is understood that this site now has Planning Permission for extra care facilities.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>An appropriate highway access.</p> <p>Design measures appropriate to its location within the conservation area and in proximity to a number of listed buildings.</p> <p>Surface water flood risk management.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>Yes</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Potential windfall</p>
<p><b>Reasoning</b></p>	<p>Site is a suitable location for residential development within the development boundary subject to access and design considerations and measures.</p> <p>It is understood that this site now has Planning Permission for extra care facilities.</p> <p>A preferable site has been identified which could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>



<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**\*Green Belt Purposes (where applicable):**

n/a

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD028</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	24%
<i>Percentage of site in Flood Zone 2:</i>	42%
<i>Percentage of site in Flood Zone 1:</i>	58%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	17%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	33%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	41%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	N/A
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-High and High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High and High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	B4555 but not Oldbury Road
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. If the development can demonstrate a highway standard and safe access can be built in close proximity to the B4555 / Oldbury Road T-junction.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. If the development can demonstrate there will be no adverse impact on the operation of the B4555 / Oldbury Road junction.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	20
<i>Ecology Comments Significant Constraints:</i>	Site lies partly within Env. Network corridor and CS17 Environmental Networks applies. Only reduced numbers of housing possible as protection of Environmental Network unlikely to be fully possible in open space provision.
<i>Ecology Comments Other Constraints:</i>	EclA required. Surveys for Dormice, Badgers, Bats, nesting birds, plants (likely priority habitats need botanical survey), reptiles. Env. Network corridor covers the site, linking it to the River Severn LWS. Grassland appears relatively unimproved.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees/scrub on site. Protect, enhance and restore Env. Network by restricting development close to the roadside boundary and providing large semi-natural open space to the east towards the river, in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Use large open space provision to provide biodiversity enhancements. Link open space to existing hedgerow systems and Env Network on boundaries.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	May effect setting of the Scheduled Monuments of Bridgnorth Castle (NHLE ref. 1004783) and Panpudding Hill (NHLE ref. 1013493), together with the setting of the Bridgnorth Conservation Area. Site also contains a number of lynchet banks of possible medieval date (HER PRN 33335).
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of SMs and CA, archaeological DBA + ?field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	woodland adjacent south-west part of site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to extend woodland cover and create 15m buffer with the woodland to the south-west
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Any significant scale development causing additional traffic movements into town requires air quality assessment.
<i>Public Protection Comments Management of Constraints:</i>	Assessment of impact on AQMA needed and mitigation where available.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located in south Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Bridgnorth proximity and strong highway links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<p><b>Strategic Considerations:</b></p>	<p>Whilst the site is associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, due to its size it is unlikely that in isolation it could accommodate a meaningful component of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>Irregularly shaped site located to the rear of residential dwellings on Oldbury Road adjacent to but outside the development boundary. Approximately half of the site is located within flood zones 2 and/or 3 and lies partly within the environmental network. The remainder of the site is developable in principle, subject also to heritage considerations, but a highway access cannot be safely achieved. Planning appeal against refusal of outline consent dismissed 2016.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Acceptable highway access. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Countryside</p>
<p><b>Reasoning</b></p>	<p>The site is not achievable since a safe highway access cannot be achieved.</p> <p>A preferable site has been identified which could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**\*Green Belt Purposes (where applicable):**

n/a

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD030</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	5%
<i>Percentage of site in Flood Zone 2:</i>	6%
<i>Percentage of site in Flood Zone 1:</i>	94%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	7%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	6%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	N/A
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The site has good vehicular access potential, directly onto the A458 and Ludlow Road. If allocated, during the Planning Application process, consideration will need to be given to the most appropriate forms of access, this will be determined on the projected number of vehicles using the access, and the interaction with the access to land already in the Local Plan.</p> <p>As part of a strategic settlement it is assumed that these sites will be designed to promote cycling and walking for local trips and that local facilities will be provided to maximise sustainable travel. However, the parts of site that are closest to Bridgnorth High Town are well located for sustainable travel to facilities in this area in the initial phases of development of the strategic settlement when new facilities have not yet been introduced. The master plan will need to include direct walking and cycling routes that link to existing ProW and into the town, including a footbridge crossing of the A458. These walking routes will also provide access to the existing Bridgnorth town bus service that currently operate within High Town, although appropriate bus provision on the site should also be considered.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	N/A
<i>Ecology Comments Significant Constraints:</i>	Within SSSI IRZ (potential impacts on SSSIs) - triggers consultation with Natural England ( >100 houses ).
<i>Ecology Comments Other Constraints:</i>	May require botanical survey. Requires EclA and surveys for GCNs (ponds within 500m), bats, dormice, otters, water voles, badgers, reptiles and nesting birds. Much of the western boundary forms an Env. Network corridor (formed by Tiddle Brook), a corridor crosses the site (formed by a drain) and the woodland on the site forms a further corridor.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Use open space provision to provide biodiversity enhancements. Link open space to existing hedgerow systems and Env Network on boundaries.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site includes Grade II Listed The Leasowes (NHLE ref. 1294006) and the former Farm House at The Leasowes (NHLE ref. 1294006). The effects upon their settings would need to be carefully considered. Also the significance the farmhouses and surviving traditional farm buildings at the non-designated historic farmsteads at Footbridge Farm (HER PRN 25926), Hundred House Farm (HER PRN 25940), and Roundthorn Farm (HER PRN 25941). Only known archaeological interest if a former brickworks at the NW end of site (HER PRN 33038). However, very large site suggests it may have archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (Setting of LBs, Level 2 historic buildings assessment if demo of any historic farmhouses or farm buildings included; archaeological DBA + field evaluation [geophysical survey + trial trenching]).
<i>Heritage Comments Opportunities:</i>	Creation of appropriate settings within amenity green space for LBs and retained non-designated historic farm buildings. Retention of historic field patterns/ hedgerows as green infrastructure and within the grain of the development.
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Numerous mature trees and hedgerows within and around site. Blocks of woodland to parts of north, west and south site boundary
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Utilise strategic approach to landscape design as part of concept and masterplanning of the scheme.
<i>Tree Comments Opportunities:</i>	Retain and enhance tree cover within site, as appropriate to deliver net gain for biodiversity. Seek to expand existing woodland blocks by planting new native woodland, as part of a planned network of natural habitats / accessible open space distributed throughout the site .
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	A Phase I Desk Study should be undertaken and submitted to identify any potential contamination issues from historical map information and other sources. The site has a number of identified features such as unknown filled ground, but these are unlikely to have a huge impact on any proposed development. The proposal is over known foul water private drainage facilities to the Punch Bowl and other residential properties (properties in the area have private sewerage treatment plants with infiltration fields and pipework into adjacent fields). These are not severn trent assets. Road Noise from the 60mph A458, road noise assessment required. Commercial Noise from the Punch Bowl Inn (wedding venue premises) and a manufacturing business a further 60 metres south of Punch Bowl Inn which have proposed residential near to the premises. The current Nock Deighton Livestock Market may be relocated from existing site onto the new business area of the site and give rise to odour complaint. General interaction of business area and residential to be managed by class uses. There is an active application for Chicken Rearing units in the Tasley area. There may be an air quality impact on the existing AQMA.
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the west of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>A very large site located to the south-west of Bridgnorth. The site has the potential to deliver a new sustainable urban extension incorporating the credentials of a garden village development. The site could provide a mix of housing which would contribute to meeting local needs, a new employment site in a prime roadside location, community facilities within a new local centre to support the new community and extensive green infrastructure. The site generally has good vehicular access potential. However there will be a need to undertake works to road infrastructure to ensure that it is appropriate to support the development.</p> <p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site occupies a rural setting and is physically and functionally separated from the development boundary and built form of Bridgnorth by the A458. The site is also separated from the built form of the settlement by either land allocated for employment development or land which is included within the site promotion, but is in third party ownership and the owners have indicated that the land is not available for development. Once the employment allocation is implemented this will form part of the built form of Bridgnorth increasing the sites connectivity to the town. The land which is in third party ownership would effectively 'buffer' the site from the main road and in the longer term may in part represent a windfall development opportunity - although an appropriate buffer of the A458 would need to be retained. Due to the scale of the site it has the potential to provide on site services and facilities to serve existing and new communities. The site has the potential to provide significant and effective pedestrian and cycle links over the A458 to encourage safe and sustainable patterns of movement between the site and the wider town. This could include but not be limited to a raised pedestrian and cyclist footbridge crossing of the A458 at an appropriate location near the Ludlow Road roundabout, subject to ground investigations and available land.</p> <p>The site has grade 3 agricultural land quality. Best and most versatile agricultural land is graded 1-3a. Precautionary approach to assume land is amongst best and most versatile.</p> <p>Parts of the site, along its western and southern boundaries, are located within flood zones 2 and/or 3. Additionally parts of the site are also located within the 1 in 1,000 surface water flood risk zone. However, the site is of sufficient scale that development could be excluded from these elements of the site and a comprehensive development still achieved.</p> <p>The site is not located within the Green Belt.</p> <p>The parcel which covers the majority of the site has medium-high landscape and visual sensitivity to employment. A portion of the site was beyond the area assessed.</p> <p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site is located within the Impact Risk Zone for 2 SSSI's, one of which is for residential development of greater than 100 dwellings. Discussions with Ecology Officers at Shropshire Council and initial discussions with Natural England indicate that risks can be managed through appropriate design, layout and construction of the development.</p> <p>Parts of the site are located within an environmental network, mainly along site boundaries, wooded areas and along the route of a drain. There may also be protected species and priority habitats on site. Design and layout will need to give these factors due consideration.</p> <p>The site contains two Grade II listed buildings and several non-designated heritage assets, these will need to be retained and appropriately buffered. Due to its size is likely to have archaeological potential.</p> <p>The site adjoins two existing employment allocations, one of which is for the relocation of the livestock market. Design and layout will need to give these factors due consideration.</p> <p>The site is close to sources of current road and commercial noise and potential future noise and odour from the relocated livestock market (the adjacent employment allocation includes land specifically for the livestock market and associated landscaping), other commercial uses on the existing employment allocation and potential commercial uses on the employment land proposed within the site promotion itself. These issues would require careful and sensitive consideration; however, it is considered that this can be appropriately managed through appropriate design and layout and use of green infrastructure buffering.</p> <p>The site is in proximity to quarries (and allocated extensions) at Morville and Bridgwalton. It is considered that through the use of appropriate buffers this proximity can be mitigated.</p> <p>The relationship with the site subject to a planning application for Poultry Units (within the site promotion).</p> <p>The site is located over known foul water private drainage facilities to the Punch Bowl and other residential properties, but this could be appropriately managed if the site were developed.</p> <p>Given the scale of the site it is important to ensure that necessary supporting infrastructure is provided.</p> <p>Air quality in Bridgnorth is a consideration.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>A new local centre to provides retail and community uses.</p> <p>A new community centre.</p> <p>A raised pedestrian/cyclist bridge of the A458.</p> <p>Primary school.</p> <p>Pedestrian and cyclist infrastructure on the site and from the site into Bridgnorth.</p> <p>Necessary improvements to road infrastructure.</p> <p>Significant open space and green infrastructure on the site with opportunities for linkages to the existing environmental network.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>A linear park.</p> <p>SUDs and water treatment facilities.</p> <p>A potential park and ride.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>Yes</p>



<b>Recommendation</b>	Allocate part of the site as a sustainable urban extension of Bridgnorth to include around 1,050 dwellings (600 dwellings of which form part of the proposed contribution to unmet needs forecast to arise in the Black Country), 16ha employment land, a new local centre, 20ha of green infrastructure and a 19ha linear park. Identify part of the site as a potential future direction for growth.
<b>Reasoning</b>	<p>The site represents an opportunity to achieve a high quality mixed use development providing around 1,050 dwellings, 16ha of employment land, a new local centre (which could include a range of retail and community uses) and significant areas of Green Infrastructure including a new Linear Park which extends beyond the site area. Further land would also be available for further development beyond 2038. The level of housing proposed means that there is an opportunity to provide a range of sizes, types and tenures which will respond to local needs, including the need for affordable, key worker and local employee housing.</p> <p>The employment provision will be visible from the A458 Bridgnorth Bypass, as such it could represent an attractive location for employers in a 'gateway location'. It is considered that this site could complement existing and proposed provision within the area.</p> <p>The mixed-use development of this site presents an opportunity to support the local economy, create jobs, provide housing to meet needs arising in Shropshire and accommodate 600 houses as part of the proposed contribution to the unmet housing need forecast to be arise within the Black Country.</p> <p>It is therefore considered appropriate to identify BRD030 as a sustainable urban extension, the development of which will contribute to meeting the development needs of Shropshire and accommodate 600 dwellings of the proposed contribution to the unmet housing need forecast to arise within the Black Country.</p> <p>Accommodating part of the proposed contribution to the Black Country on this site will contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>Whilst it is acknowledged that the A458, employment allocations and a small area of third party land causes severance between the site and the existing built form of the settlement, due to the scale of the site it has the potential to provide on site services and facilities to serve existing and new communities. Furthermore, due to the scale of the site it has the potential to provide significant and effective pedestrian and cycle links over the A458 to encourage safe and sustainable patterns of movement between the site and the wider town. This could include but not be limited to a raised pedestrian and cyclist footbridge crossing of the A458 at an appropriate location near the Ludlow Road roundabout, subject to ground investigations and available land. Provision of facilities on site and access improvements will address specific sustainability appraisal issues. Once the employment allocation is implemented this will form part of the built form of Bridgnorth increasing the sites connectivity to the town. The land which is in third party ownership would effectively 'buffer' the site from the main road and in the longer term may in part represent a windfall development opportunity - although an appropriate buffer of the A458 would need to be retained.</p> <p>Due to the scale of the site, it is considered that appropriate public transport links can be provided. There is also the potential to operate a dedicated park and ride service from the site, this will need to be investigated in partnership with appropriate local community groups and bus operators.</p> <p>Any necessary improvements to the A458 Ludlow Road roundabout, the wider highway network and associated infrastructure will be informed by Strategic and Local Highway Transport Assessments. An air quality assessment of the impact of increased vehicular movements into Bridgnorth will also be undertaken and its recommendations implemented. Given the scale of the site, it is considered that necessary works are achievable.</p> <p>The site is not located within the Green Belt, the NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. This site is considered to represent a sustainable option for meeting the development needs of Bridgnorth.</p> <p>Whilst some of the site is located within Flood Zones 2 and/or 3, the site is of a sufficient scale that these areas can be used for green infrastructure provision.</p> <p>Whilst some of the site is within the 1 in 1,000 surface water flood zone, it is considered that the site is of sufficient size that following the use of SUDs and attenuation ponds, development can avoid any areas with residual surface water flood risk.</p> <p>The site is located within the Impact Risk Zone for 2 SSSI's, one of which is for residential development of greater than 100 dwellings. Discussions with Ecology Officers at Shropshire Council and initial discussions with Natural England indicate that risks can be managed through appropriate design, layout and construction of the development.</p> <p>Environmental networks and wooded areas on the site can also be retained and form part of the green infrastructure provision.</p> <p>The parcel which covers the majority of the site has medium-high landscape and visual sensitivity to employment. High quality design and layout will reduce any visual impact.</p> <p>The site contains two Grade II listed buildings and several non-designated heritage assets. A Heritage Assessment provided by the Promotors indicates that less than substantial harm would arise to the significance of these designated heritage assets as a result of the changes that would occur to their settings. Because Sections 66(i) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the tests set out in Paragraphs 193, 194 and 196 of the Framework are therefore engaged, the Council is required to place great weight upon to their conservation. However, whilst this requirement is acknowledged, it is considered that through appropriate design and layout of development and incorporation of effective Green Infrastructure, impacts on these assets can be minimised.</p> <p>Noise, any odour and any dust associated with the A458, nearby quarries and proposed extensions of quarries, the existing employment allocations (one of which is allocated specifically for the relocated livestock market) and the employment proposed on the site will need to be considered within the design, layout and use of green infrastructure. Given the scale of the site, this is considered achievable.</p> <p>Part of the site was subject to a Planning Application for 'poultry units' however this was refused at appeal. In any event, given that the land subject to this Planning Application is within the site promotion, it is considered that this could be appropriately mitigated through inclusion of a guideline stipulating that before occupation of the first dwelling on the site, any poultry units operating on the site or indeed land within the wider site promotion will cease operation and subsequent conditions/legal agreements within any Planning Application for development of the site.</p> <p><b>The Framework places a responsibility on the Local Planning Authority to devise an appropriate strategy for the area, taking into account the reasonable alternatives, and based on proportionate evidence. It is considered that either BRD032 the Revised Stanmore Garden Village proposal or BRD030 the Tasley Garden Village proposal could provide for the scale of growth proposed for the town over the long term to 2038. Within this context it is considered appropriate to provide a detailed overview of the competing planning considerations between the two options, and to show the weight that has been afforded to these competing considerations. In this way this assessment can be viewed as providing the planning balance between the two competing proposed 'Garden Village' proposals and a transparent and reasoned explanation as to why one has been preferred over the other. A summary of this assessment is provided within the Bridgnorth Development Options Assessment (July 2021 Update), provided as part of the evidence base for the Local Plan Review.</b></p> <p>Furthermore, it is considered appropriate for the development occurring on this site to contribute to meeting the development needs of Shropshire and accommodate 600 dwellings of the proposed contribution to the unmet housing need forecast to arise within the Black Country. Accommodating part of the proposed contribution to the Black Country on this site will contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<b>Further Main Modifications Required:</b>	<p style="text-align: center;">Yes:</p> <p>Draft Policies SP2 and S3 to be amended to reflect the fact that 600 of the dwellings proposed on the site form part of the proposed contribution towards the unmet housing needs forecast to arise within the Black Country.</p>
<b>If proposed for Allocation, Potential Capacity:</b>	<p>1,050 dwellings, 16ha employment land, a new local centre, 20ha of green infrastructure and a 19ha linear park.</p> <p>Of these 1,050 dwellings, 600 dwellings form part of the proposed contribution towards the unmet housing needs forecast to arise within the Black Country.</p>

<p><b>If proposed for Allocation Design Requirements:</b></p>	<p>A comprehensive mixed-use sustainable urban extension informed by a Supplementary Planning Document and applying Garden Village Standards.</p> <p>A construction management plan is required.</p> <p>High quality design, mix and layout of housing responding to site constraints and opportunities and local needs.</p> <p>Maximise energy efficiency. Opportunities for on-site energy generation.</p> <p>Employment provision is an intrinsic element of the development, occurring alongside and cross-subsidised by housing in a gateway location.</p> <p>New local centre, primary school and if required a medical centre will support the sites community.</p> <p>Site design and layout will respond to any identified landscape and visual effects and heritage assets on site and in wider area.</p> <p>Green infrastructure is a key component. Mature trees, hedgerows, structural vegetation retained.</p> <p>Listed and non-designated historic farm buildings will be retained.</p> <p>Noise, odour and dust arising from roads, employment (current and future) the relocated livestock market and mineral activities.</p> <p>Before occupation of dwellings on the site, any poultry units operating on the site promotion to cease operation.</p> <p>Appropriate pedestrian, cycle and vehicle accesses and links to and through the site to be provided. Necessary highway works to be undertaken.</p> <p>An air quality assessment of the impact of increased vehicular movements into Bridgnorth will also be undertaken and its recommendations implemented.</p> <p>Appropriate public transport links will be provided including investigation of potential park and ride.</p> <p>Significant and effective pedestrian and cycle links will be provided over the A458 to encourage safe and sustainable patterns of movement between the site and the wider town. This will include but not be limited to a raised pedestrian and cyclist footbridge crossing of the A458 at an appropriate location near the Ludlow Road roundabout, subject to ground investigations and available land.</p> <p>Historic environment assets on the site will be retained and appropriately buffered.</p> <p>Natural environment assets on and in proximity of the site, including Thatcher's Wood and Westwood Covert SSSI, Devil's Hole SSSI and any priority habitats will be safeguarded and appropriately buffered.</p> <p>Multi-stage SuDs and water treatment facilities, informed by a sustainable drainage strategy to be provided. Water runoff will be restricted to the equivalent greenfield rate and water quality in the wider drainage network will be protected. Any residual surface water flood risk will be managed by excluding development from the affected areas of the site.</p> <p>Development will be excluded from the portions of the site located in Flood Zones 2 and/or 3.</p>
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\*Green Belt Purposes (where applicable):

n/a

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD031</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	2%
<i>Percentage of site in Flood Zone 2:</i>	3%
<i>Percentage of site in Flood Zone 1:</i>	97%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	6%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	94%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	N/A
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not Assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not Assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not Assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not Assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Via Telegraph lane
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Telegraph lane is already well used route, likely to be able to accommodate development.
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y - May need localised improvements to Telegraph lane depending on scale of development.
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	N/A
<i>Ecology Comments Significant Constraints:</i>	The brook forms an Environmental Network corridor and CS17 Environmental Networks applies. Reduced numbers of housing may be required as protection of Environmental Network unlikely to be fully possible in open space provision.
<i>Ecology Comments Other Constraints:</i>	EclA required and surveys for badgers, bats, GCNs, water voles, otters, white-clawed crayfish, nesting birds and reptiles

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancements. Retain and enhance all hedgerows/tree lines on boundaries. Protect, enhance and restore Env. Network in accordance with CS17 and MD12
<i>Ecology Comments Opportunities:</i>	Enhance Env. Network
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	A number of cropmarks on land to the west of brook and large size of site suggest it may have some archaeological potential. Site is detached from and relates poorly to the urban form of the town.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Boundary hedgerows and mature trees
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arboricultural Impact Assessment, Tree Protection Plan & Arboricultural Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover approach to enhance tree cover in association with future development. Incorporate good trees and tree groups as part of open space within development and plan strategically for a network of connected green infrastructure.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Industrial works at north of site. Sewerage issues known in the area
<i>Public Protection Comments Management of Constraints:</i>	BS4142 assessment. Parts of the site may not be suitable.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south-west of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>An irregularly shaped site, some distance from the existing built form of Bridgnorth, separated by a number of agricultural fields (subject to consideration within site BRD030).</p> <p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>A very small portion of the site is located within flood zones 2 and/or 3 and within the 1 in 30, 1 in 100 and 1 in 1,000 surface flood risk zones.</p> <p>The majority of the site is within 20m of a detailed river network.</p> <p>The landscape and visual sensitivity of the site has not been assessed.</p> <p>The site has boundary hedgerows and mature trees.</p> <p>The site performs poorly in Stage 2a Settlement Sustainability Appraisal for housing and employment. However, it performs fair in the Stage 2a Black Country Contribution Sustainability Appraisal for housing and employment.</p> <p>The brook along the sites northern and western boundaries forms part of an environmental network. There may also be protected species and priority habitats on site. Design and layout will need to give these factors due consideration.</p> <p>The site may have archaeological potential.</p> <p>Air quality in Bridgnorth is a consideration.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as countryside</p>
<p><b>Reasoning</b></p>	<p>In isolation the site is separated from the build form of Bridgnorth by a number of agricultural fields. Whilst the site could be considered alongside BRD030, BRD030 is very extensive and it is not considered necessary to further extend the site southwards.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**\*Green Belt Purposes (where applicable):**

n/a

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRD032</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	<p>The Green Belt Assessment and Review undertaken for Shropshire indicates that this site is located within four Green Belt Parcels. These are: P54 (containing only a small part of the site at its western extent); P56 (containing the majority of the site); P57 (containing a small part of the site at its eastern extent) and P58 (containing only a small part of the site at its south-eastern extent).</p> <p>The Green Belt Assessment indicates that these parcels perform a weak contribution to purpose 2; a moderate (P54 and P58) and strong (P56 and P57) contribution against purpose 3; and makes no (P54, P57 and P58) and weak (P56) contribution against purpose 4.</p> <p>The Green Belt Review indicates that release of these parcels would have the following levels of harm to the Green Belt: Moderate (a small sub-parcel of P54 to the west of The Hobbins, proposed for mixed-use/residential development on the most recent Concept Masterplan prepared by the site promoter; P57, part of which is proposed for employment development as an extension of Stanmore Industrial Estate on the most recent Concept Masterplan prepared by the site promoter; and P58 part of which is proposed for employment development as an extension of Stanmore Industrial Estate on the most recent Concept Masterplan prepared by the site promoter); Moderate high (P56, the parcel closest to Bridgnorth and proposed for the majority of the residential development and land safeguarded for future development on the most recent Concept Masterplan prepared by the site promoter); and High (majority of P54, part of which is proposed for employment development on the most recent Concept Masterplan prepared by the site promoter).</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium and Medium High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium and Medium High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium and High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium and High
<i>Highway Comments - Direct Access to Highway Network?</i>	
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Please see sites P54, P56, P58a, STC002 and STC005
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	Please see sites P54, P56, P58a, STC002 and STC005
<i>Ecology Comments Significant Constraints:</i>	Please see sites P54, P56, P58a, STC002 and STC005
<i>Ecology Comments Other Constraints:</i>	Please see sites P54, P56, P58a, STC002 and STC005

<i>Ecology Comments Management of Constraints:</i>	Please see sites P54, P56, P58a, STC002 and STC005
<i>Ecology Comments Opportunities:</i>	Please see sites P54, P56, P58a, STC002 and STC005
<i>Heritage Comments Significant Constraints:</i>	Please see sites P54, P56, P58a, STC002 and STC005
<i>Heritage Comments Other Constraints:</i>	Please see sites P54, P56, P58a, STC002 and STC005
<i>Heritage Comments Management of Constraints:</i>	Please see sites P54, P56, P58a, STC002 and STC005
<i>Heritage Comments Opportunities:</i>	Please see sites P54, P56, P58a, STC002 and STC005
<i>Tree Comments Significant Constraints:</i>	Please see sites P54, P56, P58a, STC002 and STC005
<i>Tree Comments Other Constraints:</i>	Please see sites P54, P56, P58a, STC002 and STC005
<i>Tree Comments Management of Constraints:</i>	Please see sites P54, P56, P58a, STC002 and STC005
<i>Tree Comments Opportunities:</i>	Please see sites P54, P56, P58a, STC002 and STC005
<i>Public Protection Comments Significant Constraints:</i>	Please see sites P54, P56, P58a, STC002 and STC005
<i>Public Protection Comments Other Constraints:</i>	Please see sites P54, P56, P58a, STC002 and STC005
<i>Public Protection Comments Management of Constraints:</i>	Please see sites P54, P56, P58a, STC002 and STC005
<i>Public Protection Comments Opportunities:</i>	Please see sites P54, P56, P58a, STC002 and STC005
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.



<p><b>Strategic Considerations:</b></p>	<p>The site consists of P54 (part - significantly reduced to that within previous iterations of the site promotion), P56, P58a, STC002 and STC005. A larger proposal in this general location (including additional land) was consulted upon as a preferred site allocation within the Preferred Sites consultation in late 2018/early 2019).</p> <p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>This site represents a very large site located to the East of Bridgnorth. The site has the potential to deliver a new sustainable urban extension incorporating the credentials of a garden village development. The site could provide a mix of housing which would contribute to meeting local needs, opportunities for expansion of a very successful employment site, community facilities within a new local centre to support the new community and extensive green infrastructure. The components of the site generally have good vehicular access potential. However there will be a need to undertake works to road infrastructure to ensure that it is appropriate to support the development.</p> <p>The site occupies a rural setting and is physically and functionally separated from the development boundary and built form of Bridgnorth by the Hermitage Ridge (and associated ancient woodland). Due to the scale of the site it has the potential to provide on site services and facilities to serve existing and new communities. The provision of pedestrian and cycle links between the site and the existing built form of Bridgnorth will require very careful consideration due to the presence of the Hermitage Ridge and associated ancient woodland. The site also offers the potential to provide a park and ride on the site, which would provide a level of mitigation.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. The Green Belt Assessment indicates that the parcels which cover the site: perform a weak contribution to purpose 2; a moderate (P54 and P58) and strong (P56 and P57) contribution against purpose 3; and makes no (P54, P57 and P58) and weak (P56) contribution against purpose 4.</p> <p>The Green Belt Review indicates that release of these parcels would have the following levels of harm to the Green Belt: Moderate (a small sub-parcel of P54 to the west of The Hobbins, proposed for mixed-use/residential development on the most recent Concept Masterplan prepared by the site promoter; P57, part of which is proposed for employment development as an extension of Stanmore Industrial Estate on the most recent Concept Masterplan prepared by the site promoter; and P58 part of which is proposed for employment development as an extension of Stanmore Industrial Estate on the most recent Concept Masterplan prepared by the site promoter).</p> <p>Much of the site has grade 2 agricultural land quality. This is amongst the best and most versatile.</p> <p>Parts of the site are located within the 1 in 1,000 surface water flood risk zone. The site is of sufficient scale that development could be excluded from these elements of the site and a comprehensive development still achieved.</p> <p>The site is primarily located outside of identified source protection zones, although much of the most easterly element of the site, understood to be proposed exclusively for employment development as an expansion of Stanmore Industrial Estate, is located within Source Protection Zone 3. However, it is considered that this issue could be managed through appropriate design and construction of development.</p> <p>The majority of the site is located within a landscape parcel which has medium landscape and visual sensitivity to housing and employment. A very small portion of the most easterly element of the site, understood to be proposed exclusively for employment development as an expansion of Stanmore Industrial Estate, has medium-high landscape and visual sensitivity to housing and high landscape and visual sensitivity to employment.</p> <p>The site lies immediately adjacent to ancient woodland, which runs along Hermitage Ridge to the west of the site between it and the existing form of Bridgnorth. Design and layout will need to give these factors due consideration.</p> <p>Parts of the site are located within an environmental network, mainly along site boundaries, although the entirety of STC002 is located within an environmental network. There are also wooded areas within the site and may be protected species and priority habitats on site. Design and layout will need to give these factors due consideration.</p> <p>The site contains part of and parts are in proximity of The Hermitage Scheduled Monument. Development would need to avoid this area and a suitable buffer. The site contains a number of other heritage assets which should be appropriately managed. Due to its size is likely to have archaeological potential.</p> <p>The site is close to sources of road and commercial noise and potential future noise from other commercial uses on the employment land proposed within the site promotion itself. However, it is considered that this can be managed through design and layout of the development and use of green infrastructure buffering.</p> <p>Given the scale of the site it is important to ensure that necessary supporting infrastructure is provided.</p> <p>Air quality in Bridgnorth is a consideration.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>A new local centre to provides retail and community uses.</p> <p>A new community centre.</p> <p>A park and ride.</p> <p>Primary school.</p> <p>Pedestrian and cyclist infrastructure on the site and from the site into Bridgnorth. This will need to positively respond to the presence of ancient woodland and the gradient between the site and the town.</p> <p>Necessary improvements to road infrastructure.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Significant open space and green infrastructure on the site.</p> <p>Improvements to Stanmore Country Park.</p> <p>SUDs and water treatment facilities.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>

<b>Recommendation</b>	Retain the majority of the site as Green Belt. Allocate two of the component sites (P58a and STC002) specifically for extensions to Stanmore Industrial Estate.
<b>Reasoning</b>	<p>The site adjoins ancient woodland along Hermitage Ridge. This ridge also creates physical and functional separation between the site and the built form of Bridgnorth. Whilst it is considered that provision of a new local centre and park and ride on the site would contribute to mitigation, the ability to provide effective pedestrian and cycle links are more complex due to the gradient and presence of ancient woodland along Hermitage Ridge.</p> <p>The site contains part of and parts of the site are in proximity of The Hermitage Scheduled Monument.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p><b>The Framework places a responsibility on the Local Planning Authority to devise an appropriate strategy for the area, taking into account the reasonable alternatives, and based on proportionate evidence. It is considered that either BRD032 the Revised Stanmore Garden Village proposal or BRD030 the Tasley Garden Village proposal could provide for the scale of growth proposed for the town over the long term to 2038. Within this context it is considered appropriate to provide a detailed overview of the competing planning considerations between the two options, and to show the weight that has been afforded to these competing considerations. In this way this assessment can be viewed as providing the planning balance between the two competing proposed ‘Garden Village’ proposals and a transparent and reasoned explanation as to why one has been preferred over the other. A summary of this assessment is provided within the Bridgnorth Development Options Assessment (Updated), provided as part of the evidence base for the Local Plan Review.</b></p> <p>However, Stanmore Industrial Estate which is inset in the Green Belt is a very successful employment site and represents a centre of excellence for engineering and advanced manufacturing. In order to provide for the medium and long term growth of the Industrial Estate, it is considered appropriate to identify further land for its expansion, which will complement proposals for housing and employment provision elsewhere in Bridgnorth. This can only be achieved through the release of some land from the Green Belt. Removing land from the Green Belt is subject to identification of exceptional circumstances, this will be detailed within a Green Belt: Exceptional Circumstances Statement.</p> <p>A small part of P58a is located within the 1 in 1,000 surface flood risk zone, the site is of sufficient size to address this constraint. Sites P58a and STC002 are well related to the built form of Stanmore Industrial Estate and as such represent opportunities for the expansion of the site. As extensions of Stanmore Industrial Estate they will be accessed through the existing access (subject to necessary improvements). Much of P58a is located within Source Protection Zone 3. The design of development on these elements of the site can manage this constraint. STC002 forms part of an environmental network. The design, layout and quantum of development can reflect this and seek to ensure provision of green corridors linked to Stanmore Country Park. A small portion of P58a has high landscape and visual sensitivity to employment. High quality design and layout can reduce any visual impact. Design and layout of development will need to mitigate any noise and visual impact on The Hobbins and other nearby residential properties.</p> <p>Whilst the site’s size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	

**If proposed for Allocation  
Design Requirements:**

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

**If proposed for Allocation  
Design Requirements:**

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P52</b>
Coal Authority Reference Area?	No
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	0%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Green Belt* Considerations: (from the GB Assessment/Review)	<p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; strongly against purpose 3; and weakly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a high level of harm on the Green Belt due to the level of encroachment on countryside and the weakening of the role of adjoining areas with regard to purpose 3. No sub-parcels were identified which would have less harm.</p>
Landscape Considerations (Residential) (from the LVSS):	Medium
Visual Impact Considerations (Residential) (from the LVSS):	Medium
Landscape Considerations (Employment) (from the LVSS):	Medium
Visual Impact Considerations (Employment) (from the LVSS):	Medium
Highway Comments - Direct Access to Highway Network?	<p>(Comments on P52 and P53a/b): If 66% of these sites were developed as housing they could accommodate 2,225 homes. These site have good vehicular access potential, directly onto the A454.</p> <p>As part of a strategic settlement east of Bridgnorth Low Town these sites lie the furthest north from the existing development and therefore have less sustainable transport potential. The most direct route into Low town from these sites would be along the Wolverhampton Road which is not attractive for pedestrians and has limited scope for improvement.</p>
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	
Highway Comments - Could the Development Occur Without Off-Site Works?	
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	N/A
Ecology Comments Significant Constraints:	<p>Ancient Woodland (AW) immediately adjacent to western site boundary. Damage to AW must be avoided, see NPPF. AW must be buffered from the impacts of development and a buffer will be required reducing numbers of houses possible.</p> <p>Suggest seek landscape advice.</p>
Ecology Comments Other Constraints:	<p>EclA required. Surveys for Dormice, Badgers, Bats, nesting birds, plants (likely priority habitats need botanical survey), reptiles. Footpath runs diagonally through site. Environmental Network corridor and core area immediately adjoins the site. Reduced numbers of housing may be required as protection of Environmental Network unlikely to be fully possible in open space provision.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees/scrub on site. Provide a green route through site along footpath and link to open space and boundary hedges to enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. Inaccessible buffer required to Ancient Woodland of 15-50m in addition.
<i>Ecology Comments Opportunities:</i>	Buffer and protect ancient woodland. Enhance environmental network by providing green link along footpath. Use open space provision to provide biodiversity enhancements.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Large size and substantial number of metal detectorist finds suggests that it may hold significant archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedges within and around site. Mature deciduous woodland adjacent western boundary.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to extend woodland cover and create 15m buffer with the woodland to the west
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to the south creating noise issues. Agricultural, commercial and game activity to the north of the site creating potential noise and odour. Any significant scale development causing additional traffic movements into town requires air quality assessment.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise. Separation distance from agri, commercial and game rearing to the north of the site. AQ assessment likely to be required and mitigation stated.
<i>Public Protection Comments Opportunities:</i>	Would be better location if AQ issue in Bridgnorth did not exist.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Poor
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Poor
<b>Relationship to the Black Country</b>	The site is located to the north-east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site occupies a rural setting and consists of a series of undulating agricultural fields to the north east of Bridgnorth in the Green Belt. The site is physically and functionally separated from the built form of Bridgnorth by an elevated area of countryside containing mature woodland, a cemetery and agricultural fields. Possible impact on adjoining ancient woodland is a significant consideration. The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully.</p> <p>The site performs poorly in Stage 2a Settlement and Black Country Contribution Sustainability Appraisal for housing and employment.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Highway capacity. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Park &amp; Ride, local highway improvements. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>The site is additionally located in an area with challenging topography, and is also separated from the built form of the settlement by the cemetery and adjoins ancient woodland.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P53a</b>
Coal Authority Reference Area?	No
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	1%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Green Belt* Considerations: (from the GB Assessment/Review)	<p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; strongly against purpose 3; with no contribution against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a high level of harm on the Green Belt due to the level of encroachment on countryside and the weakening of the role of adjoining areas with regard to purpose 3. No sub-parcels were identified which would have less harm.</p>
Landscape Considerations (Residential) (from the LVSS):	Medium
Visual Impact Considerations (Residential) (from the LVSS):	Medium
Landscape Considerations (Employment) (from the LVSS):	Medium
Visual Impact Considerations (Employment) (from the LVSS):	Medium
Highway Comments - Direct Access to Highway Network?	<p>(Comments on P52 and P53a/b): If 66% of these sites were developed as housing they could accommodate 2,225 homes. These sites have good vehicular access potential, directly onto the A454.</p> <p>As part of a strategic settlement east of Bridgnorth Low Town these sites lie the furthest north from the existing development and therefore have less sustainable transport potential. The most direct route into Low town from these sites would be along the Wolverhampton Road which is not attractive for pedestrians and has limited scope for improvement.</p>
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	
Highway Comments - Could the Development Occur Without Off-Site Works?	
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	N/A
Ecology Comments Significant Constraints:	None.
Ecology Comments Other Constraints:	EclA required. Surveys for GCN (ponds within 500m) Dormice, Badgers, Bats, nesting birds, plants (likely priority habitats need botanical survey), reptiles. Two footpaths run north-south through site.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees/scrub on site. Provide green routes through site along footpaths and link to open space and boundary hedges.
<i>Ecology Comments Opportunities:</i>	Enhance environmental network by providing green link along footpaths linked to open space. Use open space provision to provide biodiversity enhancements.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impacts on settings of Grade II listed Swancote Farmhouse (NHLE ref. 1190070) and Garden House at Swancote Farmhouse (NHLE ref. ) Prehistoric cropmark pit alignment (HER PRN 21522) present towards SW end of site. In addition, its large size and two significant clusters of metal detectorist finds suggests it may have other archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs, archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedges within and around site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Retain fine trees within site as features in open space within any development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to the south creating noise issues. Some agricultural barns which may create noise/odour /fly issues depending on use. Any significant scale development causing additional traffic movements into town requires air quality assessment.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise. Suggest good separation distance from any agricultural buildings located on the edge of the site. AQ assessment likely to be required and mitigation stated.
<i>Public Protection Comments Opportunities:</i>	Would be better location if AQ issue in Bridgnorth did not exist.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north-east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The western part of a larger site located to the north east of Bridgnorth which consists of a large number of agricultural fields bounded by the A454 to the south and rural roads/lanes to the west and north. The site is located in the Green Belt and does not adjoin any of the existing development at The Hobbins or Stanmore. The site occupies a rural setting and is physically and functionally separated from the development boundary and built form of Bridgnorth by agricultural fields and wooded ridge. Proximity to buildings and sites of heritage interest, trees and any other ecological interest will also be a consideration. The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. The site performs poorly in Stage 2a Settlement Sustainability Appraisal for housing and employment. However, it performs fair in the Stage 2a Black Country Contribution Sustainability Appraisal for housing and employment.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>The site occupies a rural setting, well removed from The Hobbins to the South and remote from Bridgnorth. The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P53b</b>
Coal Authority Reference Area?	No
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	1%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Green Belt* Considerations: (from the GB Assessment/Review)	<p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; strongly against purpose 3; with no contribution against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a high level of harm on the Green Belt due to the level of encroachment on countryside and the weakening of the role of adjoining areas with regard to purpose 3. No sub-parcels were identified which would have less harm.</p>
Landscape Considerations (Residential) (from the LVSS):	Medium and Medium-High
Visual Impact Considerations (Residential) (from the LVSS):	Medium and Medium-High
Landscape Considerations (Employment) (from the LVSS):	Medium and High
Visual Impact Considerations (Employment) (from the LVSS):	Medium and High
Highway Comments - Direct Access to Highway Network?	<p>(Comments on P52 and P53a/b): If 66% of these sites were developed as housing they could accommodate 2,225 homes. These sites have good vehicular access potential, directly onto the A454.</p> <p>As part of a strategic settlement east of Bridgnorth Low Town these sites lie the furthest north from the existing development and therefore have less sustainable transport potential. The most direct route into Low town from these sites would be along the Wolverhampton Road which is not attractive for pedestrians and has limited scope for improvement.</p>
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	
Highway Comments - Could the Development Occur Without Off-Site Works?	
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	N/A
Ecology Comments Significant Constraints:	None.
Ecology Comments Other Constraints:	EclA required. Surveys for GCN (ponds within 500m) Dormice, Badgers, Bats, nesting birds, plants (likely priority habitats need botanical survey), reptiles. Two footpaths run north-south through site.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees/scrub on site. Provide green routes through site along footpaths and link to open space and boundary hedges.
<i>Ecology Comments Opportunities:</i>	Enhance environmental network by providing green link along footpaths linked to open space. Use open space provision to provide biodiversity enhancements.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impacts on settings of Grade II listed Swancote Farmhouse (NHLE ref. 1190070) and Garden House at Swancote Farmhouse (NHLE ref. ) Prehistoric cropmark pit alignment (HER PRN 21522) present towards SW end of site. In addition, its large size and two significant clusters of metal detectorist finds suggests it may have other archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs, archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedges within and around site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Retain fine trees within site as features in open space within any development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to the south creating noise issues. Some agricultural barns which may create noise/odour /fly issues depending on use. Any significant scale development causing additional traffic movements into town requires air quality assessment.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise. Suggest good separation distance from any agricultural buildings located on the edge of the site. AQ assessment likely to be required and mitigation stated.
<i>Public Protection Comments Opportunities:</i>	Would be better location if AQ issue in Bridgnorth did not exist.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Poor
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north-east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site is located in the Green Belt and does not adjoin any of the existing development at The Hobbins or Stanmore. The site occupies a rural setting and is physically and functionally separated from the development boundary and built form of Bridgnorth. A portion of the eastern extent of the site has medium-high landscape and visual sensitivity to housing and high landscape and visual sensitivity to employment. Proximity to buildings and sites of heritage interest will also be a consideration. The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. As the sites availability is currently unknown, the site is not considered suitable for allocation but has potential for future safeguarding. The site performs poorly in Stage 2a Settlement Sustainability Appraisal for housing and employment. However, whilst it performs poorly in the Stage 2a Black Country Contribution Sustainability Appraisal for housing, it performs fair for employment.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>This large site occupies a rural setting, well removed from The Hobbins and Stanmore to the South and remote from Bridgnorth. Additionally its availability is unknown. The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P54</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	3%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	1%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	<p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; with no contribution against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a high level of harm on the Green Belt due to the level of encroachment on countryside and the weakening of the role of adjoining areas with regard to purpose 3. A sub-parcel within the south west of this parcel, including The Hobbins &amp; field to the west was identified which would have a moderate level of harm if released.</p> <p>NB The SLAA parcel being assessed however excludes the sub parcel which forms sites STC005 &amp; STC006</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium and Medium-High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium and Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium and High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium and High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>(Comments on P54, P55, P56 and P58a/b): If 66% of these sites were developed as housing they could accommodate 4,591 homes. These site have good vehicular access potential, directly onto the A454 and A458. (Or via The Hobbins in the case of P58).</p> <p>As part of a strategic settlement it is assumed that these sites will be designed to promoted cycling and walking for local trips and that local facilities will be provided to maximise sustainable travel. However, those sites (or parts of sites) that are closest to Bridgnorth Low Town are also well located for sustainable travel to facilities in this area in the initial phases of development of the strategic settlement when new facilities have not yet been introduced. The master plan will need to include direct walking and cycling routes that link to existing PROW at Elmhurst and Hazel View in Low Town and provide controlled crossing(s) of the A454. These walking routes will also provide access to the existing Bridgnorth town bus service that currently operate within Low Town.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	N/A
<i>Ecology Comments Significant Constraints:</i>	None.
<i>Ecology Comments Other Constraints:</i>	EcIA required. Surveys for GCN (ponds on site and within 500m) Dormice, Badgers , Bats, nesting birds, plants (likely priority habitats need botanical survey), reptiles, otter and water vole. 3 footpaths run through site. Environmental Network corridor immediately adjacent to southern and eastern boundary and stepping stone on site. Reduced area would be available for development if GCN found on site.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees/scrub/ditches on site. Retain all ponds as part of landscaping of open space to maintain and enhance Env. Network. Create green corridors along footpaths and link with open space and Env. Network to the south and east in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Enhancement of environmental network by providing green link along footpaths and 'Brook' linked to open space. Use open space provision to provide biodiversity enhancements and links to Stanmore Country Park.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site crossed by projected line of former Roman road from Greensforge (Staffs) to central Wales (HER PRN 04076), and also includes a prehistoric cropmark pit alignment (HER PRN 21522) and part of site of Bridgnorth racecourse (HER PRN 32056). In addition, very large size of site suggests it may have other archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedges within and around site. Blocks of plantation and natural woodland within site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Create 15m buffer from woodland and seek to retain internal trees within open space.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover and expand woodland in association with future development. Retain fine trees and woodland within site as features in open space within any development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Anaerobic digester on northern boundary of the site creating odour and noise. Road noise to northern boundary of the site. Any significant scale development causing additional traffic movements into town requires air quality assessment.
<i>Public Protection Comments Management of Constraints:</i>	Separation distance from anaerobic digester a necessity. Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise. AQ assessment likely to be required and mitigation stated.
<i>Public Protection Comments Opportunities:</i>	Would be better location if AQ issue in Bridgnorth did not exist.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>A large site consisting of agricultural land in the Green Belt to the east of Bridgnorth. The site occupies a rural setting and is physically and functionally separated from the development boundary and built form of Bridgnorth by agricultural fields and the Hermitage Ridge (and associated ancient woodland). Part of the site adjoins the built form of The Hobbins and is in proximity of Stanmore Industrial Estate. Due to the scale of the site it has the potential to provide on site services and facilities to serve existing and new communities. Provision of pedestrian and cycle links will require careful consideration. The site also offers the potential to provide a park and ride on the site would provide a level of mitigation.</p> <p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site generally has good vehicular access potential. However there will be a need to undertake works to road infrastructure to ensure that it is appropriate to support the development.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully.</p> <p>A portion of the eastern extent of the site has medium-high landscape and visual sensitivity to housing and high landscape and visual sensitivity to employment.</p> <p>Approximately 1/3 of the site has grade 2 agricultural land quality and the remainder grade 3 agricultural land. This is amongst the best and most versatile.</p> <p>Parts of the site are located within the 1 in 1,000 surface water flood risk zone. The site is of sufficient scale that development could be excluded from these elements of the site and a comprehensive development still achieved.</p> <p>Part of the site is located within Source Protection Zone 3. The design of development on these elements of the site will need to be appropriately designed in order to respond to this.</p> <p>The site is in proximity of ancient woodland which runs along Hermitage Ridge, an environmental network corridor, there are trees and hedgerows on and around the site, and there may be protected species and priority habitats on site. Design and layout will need to give these factors due consideration.</p> <p>The site contains and is in proximity to a number of heritage assets which should be appropriately managed. Due to its size is likely to have archaeological potential.</p> <p>The site is in proximity of an anaerobic digester.</p> <p>The site performs poorly in Stage 2a Settlement Sustainability Appraisal for housing and employment, primarily due to poor access to existing facilities and services and for potential impacts on environmental and heritage assets. However, it performs fair in the Stage 2a Black Country Contribution Sustainability Appraisal for housing and employment.</p> <p>Given the scale of the site it is important to ensure that necessary supporting infrastructure is provided.</p> <p><i>Air quality in Bridgnorth</i></p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Waste water treatment capacity.</p> <p>A range of community services and infrastructure as part of a large scale planned mixed-use development.</p> <p>Separation distance and appropriate residential amenity protection measures.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Park &amp; Ride, local highway improvements.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>The site is some distance from the built form of Bridgnorth, separated physically and functionally by agricultural land and the Hermitage Ridge. Whilst it is considered that provision of a new local centre and park and ride on the site would contribute to mitigation, the ability to provide effective pedestrian and cycle links are more complex due to the gradient and presence of ancient woodland along Hermitage Ridge.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Assessment of the site in combination with adjoining sites is summarised separately within this assessment.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P55</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	<p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purposes 2 &amp; 3; with a strong contribution against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a high level of harm on the Green Belt as it would significantly compromise the role the green belt is playing with regard to purpose 4. A sub-parcel forming the western strip of this parcel, adjoining the settlement edge, was identified which would have a low- moderate level of harm if released.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Very High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Very High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>(Comments on P54, P55, P56 and P58a/b): If 66% of these sites were developed as housing they could accommodate 4,591 homes. These site have good vehicular access potential, directly onto the A454 and A458. (Or via The Hobbins in the case of P58).</p> <p>As part of a strategic settlement it is assumed that these sites will be designed to promoted cycling and walking for local trips and that local facilities will be provided to maximise sustainable travel. However, those sites (or parts of sites) that are closest to Bridgnorth Low Town are also well located for sustainable travel to facilities in this area in the initial phases of development of the strategic settlement when new facilities have not yet been introduced. The master plan will need to include direct walking and cycling routes that link to existing PROW at Elmhurst and Hazel View in Low Town and provide controlled crossing(s) of the A454. These walking routes will also provide access to the existing Bridgnorth town bus service that currently operate within Low Town.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	N/A
<i>Ecology Comments Significant Constraints:</i>	This site consists largely of Ancient Woodland and Local Geological Site and is covered by a TPO. Damage to AW must be avoided, see NPPF. AW must be buffered from the impacts of development and a buffer would be required to the woodland, greatly reducing the remaining land available to development. Site lies completely within Env. Network corridor and CS17 Environmental Networks applies. Suggest seek landscape advice.
<i>Ecology Comments Other Constraints:</i>	EcIA required. Surveys for GCN (ponds within 500m) Dormice, Badgers, Bats, nesting birds, plants (Ancient Woodland and other priority habitats need botanical survey to assess impacts) and reptiles. 2 footpaths run through site.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Protect Ancient Woodland and the Local Geological site under MD12 and the Env. Network in accordance with CS17 Environmental Networks. Suggest do not allocate this site.
<i>Ecology Comments Opportunities:</i>	Retain as Environmental Network.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site includes part of designated area of the Scheduled Monument of The Hermitage (NHLE ref. 1004782) and steep scarp slope on which Hermitage Hill Coppice sits, which may contain unrecorded archaeological features.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	Development would need to avoid area of Scheduled Monument. S106 monies could help to secure management and enhanced access and interpretation of SM.
<i>Tree Comments Significant Constraints:</i>	eastern half of site is TPO woodland.
<i>Tree Comments Other Constraints:</i>	scattered scrub within field and hedgerows to field boundaries on western side of site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Create 15m buffer from adjacent woodland. Existing large blocks of woodland should remain undeveloped.
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Industrial estate close by with Household recycling centre which may produce odour and noise. Any significant scale development causing additional traffic movements into town requires air quality assessment.
<i>Public Protection Comments Management of Constraints:</i>	Suggest separation distances from the industrial estate (no housing on the thin handle of the site in the south). AQ assessment likely to be required and mitigation stated.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site contains a scheduled ancient monument, ancient woodland, TPO trees a geological site and has significant ecological and heritage value. Part of the site forms a prominent escarpment which has an important role in relation to the setting of the town and green belt purposes and has high landscape value. Additionally the site adjoins an industrial area, including a waste recycling centre therefore residential amenity would be compromised without appropriate buffering. The site is therefore not considered suitable for allocation or to have potential for future safeguarding for development.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>This is a very sensitive site subject to a number of visual, natural, historic environment and other constraints, including topography. Additionally the site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P56</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	<p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; strongly against purpose 3; with a weak contribution against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a moderate- high level of harm on the Green Belt due to some containment which reduces the level of encroachment on countryside although there would be weakening of the role of adjoining areas with regard to purpose 3. No sub-parcels were identified which would have less harm.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>(Comments on P54, P55, P56 and P58a/b): If 66% of these sites were developed as housing they could accommodate 4,591 homes. These site have good vehicular access potential, directly onto the A454 and A458. (Or via The Hobbins in the case of P58).</p> <p>As part of a strategic settlement it is assumed that these sites will be designed to promoted cycling and walking for local trips and that local facilities will be provided to maximise sustainable travel. However, those sites (or parts of sites) that are closest to Bridgnorth Low Town are also well located for sustainable travel to facilities in this area in the initial phases of development of the strategic settlement when new facilities have not yet been introduced. The master plan will need to include direct walking and cycling routes that link to existing PRoW at Elmhurst and Hazel View in Low Town and provide controlled crossing(s) of the A454. These walking routes will also provide access to the existing Bridgnorth town bus service that currently operate within Low Town.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	N/A
<i>Ecology Comments Significant Constraints:</i>	<p>This site lies immediately adjacent to Ancient Woodland which Has a TPO and a Local Geological Site. Damage to AW must be avoided, see NPPF. AW must be buffered from the impacts of development and a buffer would be required to the woodland, which is inaccessible to the public, reducing the remaining land available to development. Site also lies partly within the Env. Network corridor (on the western boundary) and adjacent to the Network on the south and south-east boundaries. CS17 Environmental Networks applies. Only reduced numbers of housing possible as protection of Environmental Network unlikely to be fully possible in open space provision. Suggest seek landscape advice.</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. Surveys for GCN (ponds on site and within 500m) Dormice, Badgers , Bats, nesting birds, plants (Ancient Woodland and other priority habitats need botanical survey to assess impacts) reptiles and geology. A footpath runs through the site.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees on site. Retain pond as part of landscaping of open space. If GCN present mitigation land will need to be provided. Protect Ancient Woodland with inaccessible buffer of 15 - 50m, managed for biodiversity and address any adverse impacts on Local Geological site under MD12. Create green corridor along footpath and link with open space and Env. Network to the south and east in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Enhancement of environmental network by providing green link along footpath linked to open space. Use open space provision to provide biodiversity enhancements and accessible links to Stanmore Country Park.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site includes part of designated area of the Scheduled Monument of The Hermitage (NHLE ref. 1004782). Also contains three Iron Age/ Roman cropmark enclosure sites (HER PRNs 02320, 02321 & 00205) and a possible medieval holy well known as the Hermits Well (HER PRN 00386). Beyond these site, finds of prehistoric flint scatter (HER PRN 01341) and metal detectorist finds suggest wider archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on SM and its setting, archaeological DBA + field evaluation). Development would need to avoid
<i>Heritage Comments Opportunities:</i>	Development would need to avoid area of Scheduled Monument. S106 monies could help to secure management and enhanced access and interpretation of SM.
<i>Tree Comments Significant Constraints:</i>	TPO woodland adjoins length of western boundary.
<i>Tree Comments Other Constraints:</i>	hedges within and around site and occasional mature trees around site boundaries.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Create 15m buffer from adjacent woodland. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and important retained trees.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover and expand woodland in association with future development. Retain fine trees and woodland within site as features in open space within any development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Landfill off site to the south poses a gassing risk. Noise from roads bordering the site. Any significant scale development causing additional traffic movements into town requires air quality assessment.
<i>Public Protection Comments Management of Constraints:</i>	Contaminated land assessment necessary and mitigation required. Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise. Suggest good separation distance from any agricultural buildings located on the edge of the site. AQ assessment likely to be required and mitigation stated.
<i>Public Protection Comments Opportunities:</i>	Would be better location if AQ issue in Bridgnorth did not exist.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>A large site consisting of agricultural land in the Green Belt to the east of Bridgnorth. The site is bounded by the A458 to the south, A454 to the east, Hermitage Hill to the west, and the B4363 to the north. The site occupies a rural setting and is physically and functionally separated from the development boundary and built form of Bridgnorth by the Hermitage Ridge (and associated ancient woodland). Part of the site adjoins the built form of The Hobbins and is in proximity of Stanmore Industrial Estate (separated by Stanmore Country Park). Due to the scale of the site it has the potential to provide on site services and facilities to serve existing and new communities. Provision of pedestrian and cycle links will require careful consideration. The site also offers the potential to provide a park and ride on the site would provide a level of mitigation.</p> <p>The site generally has good vehicular access potential. However there will be a need to undertake works to road infrastructure to ensure that it is appropriate to support the development.</p> <p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully.</p> <p>Much of the site has grade 2 agricultural land quality. This is amongst the best and most versatile.</p> <p>Parts of the site are located within the 1 in 1,000 surface water flood risk zone. The site is of sufficient scale that development could be excluded from these elements of the site and a comprehensive development still achieved.</p> <p>The site adjoining ancient woodland, which runs along Hermitage Ridge to the west of the site between it and the existing form of Bridgnorth, proximity to trees subject to TPO protection, proximity to an environmental network corridor, there are hedgerows on and around the site, occasional trees on site boundaries and there may be protected species and priority habitats on site. Design and layout will need to give these factors due consideration.</p> <p>The site contains part of and parts are in proximity of The Hermitage Scheduled Monument. Development would need to avoid this area and a suitable buffer. The site contains and is in proximity to a number of other heritage assets which should be appropriately managed. Due to its size is likely to have archaeological potential.</p> <p>Given the scale of the site it is important to ensure that necessary supporting infrastructure is provided.</p> <p>Air quality in Bridgnorth.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Waste water treatment capacity.</p> <p>A range of community services and infrastructure as part of a large scale planned mixed-use development.</p> <p>Improvement of environmental network &amp; measures to protect ancient woodland including buffer strip.</p> <p>Contaminated land and other appropriate environmental mitigation measure.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Park &amp; Ride.</p> <p>Potential interpretation of ancient monument on the site and provision of footpath link to Bridgnorth across and open space provision, if compatibility with the need to protect Hermitage Coppice.</p> <p>Environmental network enhancement and formation of linkage to Stanmore Country Park.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>The site is separated physically and functionally by agricultural land and the Hermitage Ridge. Whilst it is considered that provision of a new local centre and park and ride on the site would contribute to mitigation, the ability to provide effective pedestrian and cycle links are more complex due to the gradient and presence of ancient woodland along Hermitage Ridge.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Assessment of the site in combination with adjoining sites is summarised separately within this assessment.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P58a</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	9%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; with no contribution against purpose 4. The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a moderate level of harm on the Green Belt due to the level of encroachment on countryside within the parcel itself. No sub-parcels were identified which would have less harm.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium and Medium-High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium and Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium and High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium and High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>(Comments on P54, P55, P56 and P58a/b): If 66% of these sites were developed as housing they could accommodate 4,591 homes. These site have good vehicular access potential, directly onto the A454 and A458. (Or via The Hobbins in the case of P58).</p> <p>As part of a strategic settlement it is assumed that these sites will be designed to promoted cycling and walking for local trips and that local facilities will be provided to maximise sustainable travel. However, those sites (or parts of sites) that are closest to Bridgnorth Low Town are also well located for sustainable travel to facilities in this area in the initial phases of development of the strategic settlement when new facilities have not yet been introduced. The master plan will need to include direct walking and cycling routes that link to existing PRoW at Elmhurst and Hazel View in Low Town and provide controlled crossing(s) of the A454. These walking routes will also provide access to the existing Bridgnorth town bus service that currently operate within Low Town.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	N/A
<i>Ecology Comments Significant Constraints:</i>	Suggest seek landscape advice.
<i>Ecology Comments Other Constraints:</i>	EcIA required. Surveys for GCN (ponds on site and within 500m) Dormice, Badgers , Bats, nesting birds, plants (unimproved grassland and other priority habitats need botanical survey to assess impacts), reptiles. This site lies immediately adjacent to the Env. Network corridor (on the northern and western boundary). CS17 Environmental Networks applies.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees on site. Retain pond as part of landscaping of open space. If GCN present or priority habitats (field patterns look interesting), mitigation land will need to be provided. Open space to include retained mature trees and link to Env. Network to the west and northern corner in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Enhancement of environmental network by providing green links along northern boundary, including centralised open space. Use open space provision to provide biodiversity enhancements and links to Stanmore Country Park for residents.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Large size of site suggests it may have archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	site surrounded by and containing mature trees and hedgerows. Tree nursery / young plantation? Occupying southern portion of site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees.
<i>Tree Comments Opportunities:</i>	Retain fine trees and woodland within site as features in open space within any development. Expand / link with existing woodland adjacent site
<i>Public Protection Comments Significant Constraints:</i>	Busy industrial site to border. Noise etc considered considerable and not acceptable to build residential in close proximity that may inhibit the industrial activity in future.
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>A greenfield site in a rural setting more closely associated with the Stanmore Industrial Estate, it is physically and functionally separated from the development boundary and built form of Bridgnorth by Stanmore Industrial Estate, Stanmore Country Park, agricultural fields and the Hermitage Ridge (and associated ancient woodland). The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully.</p> <p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>Much of the site is located within a source protection zone 3.</p> <p>The site is located within two landscape parcels (much of the site is in the less sensitive parcel), which have medium and medium-high landscape and visual sensitivity to housing development and medium and high landscape and visual sensitivity to employment development.</p> <p>The site benefits from good highway links, although any necessary improvements of the A454/A458 and A454/B4363 roundabout junctions would need to be undertaken.</p> <p>The site is adjacent to an environmental network corridor and may contain priority habitats and protected species.</p> <p>The site contains and is in proximity of mature trees and hedgerows.</p> <p>The site may have archaeological potential.</p> <p>The site adjoins an industrial area, therefore residential amenity would be compromised and the site is therefore not considered suitable for residential use.</p> <p>There is a foul sewer through site and some known pluvial flood risk which the design, layout of and access to the development will need to take into account informed by a flood risk assessment.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Power supply and other utilities.</p> <p>Improvements to the access road to Stanmore Industrial Estate and its junction with the A454, the A454/A458 roundabout and the A454/B4363 roundabout.</p> <p>Substantial and effective boundary treatments.</p> <p>Links to adjacent woodland.</p> <p>An effective buffer to residential properties.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Protection and enhancement of Stanmore Country Park.</p> <p>Green infrastructure links through the site.</p> <p>SuDS.</p> <p>Acoustic design, layout, green infrastructure and appropriate building materials.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>Yes</p>
<p><b>Recommendation</b></p>	<p>Allocate in part as an employment allocation to support the expansion of Stanmore Industrial Estate</p>
<p><b>Reasoning</b></p>	<p>The site is well related to Stanmore Industrial Estate, an existing employment area which is inset within the Green Belt. Stanmore Industrial Estate which is inset in the Green Belt is a very successful employment site and represents a centre of excellence for engineering and advanced manufacturing. In order to provide for the medium and long term growth of the site, it is considered appropriate to identify further land for the expansion of this site, which will complement proposals for housing and employment provision elsewhere in Bridgnorth. This can only be achieved through the release of dome land from the Green Belt. Removing land from the Green Belt is subject to identification of exceptional circumstances, this will be detailed within a Green Belt: Exceptional Circumstances Statement.</p> <p>The sites will form extensions of Stanmore Industrial Estate and as such will be accessed through the existing access (subject to necessary improvements).</p> <p>A small part of the site is located within the 1 in 1,000 surface flood risk zone, the site is of sufficient size to address this constraint.</p> <p>Much of the site is located within Source Protection Zone 3. The design of development on these elements of the site can manage this constraint.</p> <p>A small portion of the site has high landscape and visual sensitivity to employment. High quality design and layout can reduce any visual impact.</p> <p>Design and layout of development will need to mitigate any noise and visual impact on The Hobbins and other nearby residential properties.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	6.8ha of employment land
<b>If proposed for Allocation Design Requirements:</b>	<p>The site represents an extension to the existing Stanmore Industrial Estate. Development will be for complementary employment uses (use classes B1, B2, B8 and appropriate sui generis uses) only.</p> <p>Access will be provided via the existing Stanmore Industrial Estate. Necessary improvements will be made to highways infrastructure, including the access road to Stanmore Industrial Estate and its junction with the A454, the A454/A458 roundabout and the A454/B4363 roundabout.</p> <p>Substantial and effective boundary treatments will be required in order to create a buffer around the site. An effective buffer to nearby residential properties is particularly important. The buffer to the north should provide a positive link to nearby woodland.</p> <p>Development should seek to provide green infrastructure links through the site, retain high quality trees, woodland and priority habitats on the site. Any lost trees should be offset within the sites buffer. The public right of way along part of the sites southern boundary will be retained.</p> <p>Acoustic design, layout, green infrastructure and appropriate building materials will be used to appropriately manage noise arising from the site.</p> <p>The site will incorporate appropriate sustainable drainage, informed by a sustainable drainage strategy. Any residual surface water flood risk will be managed by excluding development from the affected areas of the site, which will form part of the Green Infrastructure network. Flood and water management measures must not displace water elsewhere. Compensatory provision to the Green Belt will be made through investment in the quality of Stanmore Country Park.</p>

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P58b</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	9%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; with no contribution against purpose 4. The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a moderate level of harm on the Green Belt due to the level of encroachment on countryside within the parcel itself. No sub-parcels were identified which would have less harm.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium high
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium high
<i>Landscape Considerations (Employment) (from the LVSS):</i>	High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>(Comments on P54, P55, P56 and P58a/b): If 66% of these sites were developed as housing they could accommodate 4,591 homes. These site have good vehicular access potential, directly onto the A454 and A458. (Or via The Hobbins in the case of P58).</p> <p>As part of a strategic settlement it is assumed that these sites will be designed to promoted cycling and walking for local trips and that local facilities will be provided to maximise sustainable travel. However, those sites (or parts of sites) that are closest to Bridgnorth Low Town are also well located for sustainable travel to facilities in this area in the initial phases of development of the strategic settlement when new facilities have not yet been introduced. The master plan will need to include direct walking and cycling routes that link to existing PRoW at Elmhurst and Hazel View in Low Town and provide controlled crossing(s) of the A454. These walking routes will also provide access to the existing Bridgnorth town bus service that currently operate within Low Town.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	N/A
<i>Ecology Comments Significant Constraints:</i>	Suggest seek landscape advice.
<i>Ecology Comments Other Constraints:</i>	EcIA required. Surveys for GCN (ponds on site and within 500m) Dormice, Badgers , Bats, nesting birds, plants (unimproved grassland and other priority habitats need botanical survey to assess impacts), reptiles. This site lies immediately adjacent to the Env. Network corridor (on the northern and western boundary). CS17 Environmental Networks applies.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees on site. Retain pond as part of landscaping of open space. If GCN present or priority habitats (field patterns look interesting), mitigation land will need to be provided. Open space to include retained mature trees and link to Env. Network to the west and northern corner in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Enhancement of environmental network by providing green links along northern boundary, including centralised open space. Use open space provision to provide biodiversity enhancements and links to Stanmore Country Park for residents.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Large size of site suggests it may have archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	site surrounded by and containing mature trees and hedgerows. Tree nursery / young plantation? Occupying southern portion of site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees.
<i>Tree Comments Opportunities:</i>	Retain fine trees and woodland within site as features in open space within any development. Expand / link with existing woodland adjacent site
<i>Public Protection Comments Significant Constraints:</i>	Busy industrial site to border. Noise etc considered considerable and not acceptable to build residential in close proximity that may inhibit the industrial activity in future.
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>A greenfield site located in a rural setting within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. Much of the site is located within a source protection zone 3. The site in part adjoins Stanmore Industrial Estate, but separation is caused by P58a. The site is physically and functionally separated from the development boundary and built form of Bridgnorth by Stanmore Industrial Estate, agricultural fields and the Hermitage Ridge (and associated ancient woodland).</p> <p>The site is located within two landscape parcels (about half of the site in each), which have medium and medium-high landscape and visual sensitivity to housing development and medium and high landscape and visual sensitivity to employment development.</p> <p>The site benefits from good highway links, although any necessary improvements of the A454/A458 and A454/B4363 roundabout junctions would need to be undertaken.</p> <p>The site is adjacent to an environmental network corridor and may contain priority habitats and protected species. The site contains and is in proximity of mature trees and hedgerows. The site may have archaeological potential. The site adjoins an industrial area, therefore residential amenity would be compromised and the site is therefore not considered suitable for residential use. There is a foul sewer though site and some known pluvial flood risk which the design, layout of and access to the development will need to take into account informed by a flood risk assessment.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Power supply and other utilities. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Links to Environmental network. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site in part adjoins Stanmore Industrial Estate, separation is caused by P58a. The site could have potential as part of a larger allocation or for future safeguarding following any future development of P58a. However around half of the site has high visual and landscape sensitivity to employment development and has not been actively promoted. As such on reflection it is considered most appropriate to retain as Green Belt.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P59</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	6%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	7%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	<p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; strongly against purpose 3; with no contribution against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a high level of harm on the Green Belt due to the significant level of encroachment on countryside and weakening of the role of adjoining areas with regard to purpose 3. No sub-parcels were identified which would have less harm.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium and Medium-High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium and Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium and High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium and High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>(Comments on P59): If 66% of this site was housing this site could accommodate 830 homes. This site has good vehicular access potential, directly onto the A458.</p> <p>As part of a strategic settlement east of Bridgnorth Low Town this site lies the furthest east from the existing development and therefore has less sustainable transport potential.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	N/A
<i>Ecology Comments Significant Constraints:</i>	<p>Complicated site from aerial photos. Part of site core and corridor of Environmental Network. CS17 Environmental Networks applies. Only reduced numbers of housing possible as protection of Environmental Network unlikely to be fully possible in open space provision. Suggest seek landscape advice. If GCN present then mitigation land will also reduce potential area for development. Extreme north and southern quarter appear to have no unmanageable constraints.</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. Surveys for GCN (ponds on site and within 500m) Dormice, Badgers , Bats, nesting birds, plants (unimproved grassland and other potential priority habitats need botanical survey to assess impacts), reptiles, otters and water vole. This site lies partly within and immediately adjacent to the Env. Network corridor CS17 Environmental Networks applies. Area possible for development will greatly depend on surveys. Buffer of semi-natural vegetation to watercourse and preferably additional room for public access.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees/ponds on site. Retain pond as part of landscaping of open space. If GCN present or priority habitats (field patterns look interesting), mitigation land will need to be provided. Open space to include Env. Network and link to Stanmore Country Park with semi-natural corridors with footpaths in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Enhancement of environmental network by providing green links for residents to Stanmore Country Park. Use more than the minimum open space provision to protect existing biodiversity and provide biodiversity enhancements.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Very large size of site suggests it may have archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedgerows within and around site boundary. Plantation and natural woodland occupy central part of site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Create 15m buffer from adjacent woodland. Existing large blocks of woodland should remain undeveloped.
<i>Tree Comments Opportunities:</i>	Retain fine trees and woodland within site as features in open space within any development. Expand / link with existing woodland adjacent site
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Potential noise close to the established industrial estate. Any significant scale development causing additional traffic movements into town requires air quality assessment.
<i>Public Protection Comments Management of Constraints:</i>	No residential in close proximity to industrial estate, increased noise attenuation through glazing and ventilation of and residential with line of sight to the industrial estate. AQ assessment likely to be required and mitigation stated.
<i>Public Protection Comments Opportunities:</i>	Would be better location if AQ issue in Bridgnorth did not exist.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>A linear site located in a rural setting to the east of Stanmore Industrial Estate and Stanmore Country Park, physically and functionally separated from the development boundary and built form of Bridgnorth by Stanmore Industrial Estate and agricultural fields and the Hermitage Ridge (and associated ancient woodland). Due to the scale of the site it has the potential to provide on site services and facilities to serve existing and new communities. Provision of pedestrian and cycle links will require careful consideration.</p> <p>The northern portion of the site has medium-high landscape and visual sensitivity to housing and high landscape and visual sensitivity to employment.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. It may have potential for future safeguarding but some high landscape and visual impact, proximity to industrial estate, trees, potential archaeological and other ecological interest, known pluvial flood risk are considerations. Development would need to be restricted to land outside the 1,000 year surface flood risk zone.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Power supply and other utilities. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Links to Environmental network. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>The site is distant from the built form of Bridgnorth and due to its linear shape, poorly related to the built form of Stanmore Industrial Estate.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P61</b>
Coal Authority Reference Area?	No
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	2%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	1%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Green Belt* Considerations: (from the GB Assessment/Review)	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; weakly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a moderate-high level of harm on the Green Belt due to the level of encroachment on countryside and weakening of the role of adjoining areas with regard to purpose 3. No sub-parcels were identified which would have less harm.
Landscape Considerations (Residential) (from the LVSS):	High
Visual Impact Considerations (Residential) (from the LVSS):	High
Landscape Considerations (Employment) (from the LVSS):	Very High
Visual Impact Considerations (Employment) (from the LVSS):	Very High
Highway Comments - Direct Access to Highway Network?	(Comments on P61): If 66% of this site was housing this site could accommodate 1,943 homes. This site has good vehicular access potential, directly onto the A458 and A442. As part of a strategic settlement east of Bridgnorth Low Town this site lies the furthest south from the existing development and therefore has less sustainable transport potential.
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	
Highway Comments - Could the Development Occur Without Off-Site Works?	
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	N/A
Ecology Comments Significant Constraints:	Large, complicated site from aerial photos. Much of site core and corridor of Environmental Network. CS17 Environmental Networks applies. Only very reduced numbers of housing possible as protection of Environmental Network would not be possible in open space provision. Suggest seek landscape advice. If GCN present then mitigation land will also reduce potential area for development. Part of Env. Network on site is plantation Ancient Woodland. Damage to AW must be avoided, see NPPF. AW must be buffered from the impacts of development and a buffer would be required to the woodland, reducing the remaining land available to development.
Ecology Comments Other Constraints:	EcIA required. Surveys for GCN (ponds close by and within 500m) Dormice, Badgers, Bats, nesting birds, plants (unimproved grassland and other potential priority habitats need botanical survey to assess impacts), reptiles. More than half of this lies within and immediately adjacent to the Env. Network corridor. CS17 Environmental Networks applies. Area possible for development will greatly depend on surveys but will be greatly reduced, perhaps a small amount of development on few arable areas.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees/priority habitat on site. If GCN present or priority habitats (field patterns look interesting), mitigation land will need to be provided.
<i>Ecology Comments Opportunities:</i>	Enhancement of environmental network by providing green links for residents. Use more than the minimum open space provision to protect existing biodiversity and provide biodiversity enhancements.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site falls partially within, and has potential to effect the setting of, Quatford Conservation Area. Site includes former historic parkland of Stanmoregove (HER PRN 07549) and has potential to effect setting of the associated Grade II Listed Stanmore Hall (NHLE ref. 1367568). May also effect the setting of Grade II listed Quatford Castle (NHLE ref. 1374849). Site includes a prehistoric cropmark pit alignment (HER PRN 28775). Scatter of metal detectorist finds and very large size suggests there may be other archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on character and appearance and setting of CA; impacts on non-designated parkland and settings of LBs; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	site contains protected woodland at the north. Large swathe of north, central and southern parts of site are covered in mature woodland.
<i>Tree Comments Other Constraints:</i>	mature trees, groups of trees, woodland and hedgerow around and within site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Create 15m buffer from adjacent woodland. Existing large blocks of woodland should remain undeveloped.
<i>Tree Comments Opportunities:</i>	use 20% canopy cover policy to enhance tree cover in association with future development. Retain fine trees within site as features in open space within any development and seek to expand existing woodland.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Potential noise close to the established industrial estate. Any significant scale development causing additional traffic movements into town requires air quality assessment. Landfill within 250m that requires assessment for potential landfill gas migration and impact on the proposed site.
<i>Public Protection Comments Management of Constraints:</i>	No residential in close proximity to industrial estate, increased noise attenuation through glazing and ventilation of and residential with line of sight to the industrial estate. AQ assessment likely to be required and mitigation stated. Contaminated land assessment and remediation likely to be available.
<i>Public Protection Comments Opportunities:</i>	Would be better location if AQ issue in Bridgnorth did not exist.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Poor
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south-east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>A large site in a rural setting to the south-east of Bridgnorth within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. The site has high landscape and visual sensitivity to housing and very high landscape and visual sensitivity to employment.</p> <p>Environmental considerations include the fact that much of site core and corridor of Environmental Network and may contain protected and priority species and habitats.</p> <p>Site falls partially within, and has potential to effect the setting of, Quatford Conservation Area. Site includes former historic parkland of Stanmoregove and has potential to effect setting of the associated Grade II Listed Stanmore Hall. May also effect the setting of Grade II listed Quatford Castle. Due to its size, there may be other archaeological potential.</p> <p>Known pluvial flood risk are considerations.</p> <p>Sites availability is unknown.</p> <p>The site performs poorly in Stage 2a Settlement Sustainability Appraisal for housing and employment. However, whilst it performs poorly in the Stage 2a Black Country Contribution Sustainability Appraisal for housing, it performs fair for employment.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Power supply and other utilities.</p> <p>Safeguarding of the environmental network.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Enhancement of Environmental network.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>The site has high landscape and visual sensitivity to housing and very high landscape and visual sensitivity to employment.</p> <p>There are numerous natural and built environment considerations.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P62</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	3%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; weakly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a low- moderate level of harm on the Green Belt due to some encroachment on countryside. No sub-parcels were identified which would have less harm.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	(Comments on P62 and P63): If 66% of these sites was developed as housing they could accommodate 1,519 homes. P62 has good vehicular access potential, directly onto the A442 at several location. The section of P63 which straddles the A458 can only be access via and existing field gate on the north west corner of the A458 / A442 roundabout. It is very unlikely that this junction could be remodelled to accommodate a new link providing access to this area given the topographical and existing development constraints. The remainder of P63 has good vehicular access potential, directly onto the A442 at a number of locations but the ground level difference may limit these. As strategic settlement south of Bridgnorth Low Town theses sites have a number of disadvantages. There linear nature will limit the potential to create a compact layout which maximises sustainable travel for local trips and their proximity to existing facilities will restrict sustainable trips to neighbouring facilities during the initial phases of construction.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	N/A
<i>Ecology Comments Significant Constraints:</i>	None.
<i>Ecology Comments Other Constraints:</i>	EclA required. Surveys for GCN (ponds within 500m) Dormice, Badgers, Bats, nesting birds, plants (unimproved grassland and other potential priority habitats need botanical survey to assess impacts), reptiles. Small sections of site are immediately adjacent to the Env. Network corridor. CS17 Environmental Networks applies.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees/priority habitat on site. If GCN present or priority habitats, mitigation land will need to be provided. Corridor link to be created using open space and green pedestrian routes between Env. Network in north west to that in south-east of the sites around the 50m contour.
<i>Ecology Comments Opportunities:</i>	Use open space and green pedestrian links to provide biodiversity enhancements. Sandy soils in this area suitable for restoration of unimproved sandy grasslands, currently lost in agricultural areas - no topsoil and natural regeneration will result in low-maintenance, high biodiversity swards.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impacts on settings of Grade II listed Grange Cottage (NHLE ref.1053948) and 4-5 Danesford (NHLE ref. 1295289). Large size of site and cluster of metal detectorist finds suggests it may have other archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs, archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	belt of TPO woodland meets northern end of site.
<i>Tree Comments Other Constraints:</i>	mature trees and hedgerows around and within the separate portions of the site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Create 15m buffer from adjacent woodland.
<i>Tree Comments Opportunities:</i>	use 20% canopy cover policy to enhance tree cover in association with future development. Retain fine trees within site as features in open space within any development and seek to expand existing woodland.
<i>Public Protection Comments Significant Constraints:</i>	Known noise close to the established industrial estate which causes complaint in the locality. Not considered acceptable to move more residents to the area.
<i>Public Protection Comments Other Constraints:</i>	Any significant scale development causing additional traffic movements into town requires air quality assessment. Landfill within 250m that requires assessment for potential landfill gas migration and impact on the proposed site.
<i>Public Protection Comments Management of Constraints:</i>	No residential in close proximity to industrial estate, increased noise attenuation through glazing and ventilation of and residential with line of sight to the industrial estate. AQ assessment likely to be required and mitigation stated. Contaminated land assessment and remediation likely to be available.
<i>Public Protection Comments Opportunities:</i>	Would be better location if AQ issue in Bridgnorth did not exist.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south-east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. As the sites availability is currently unknown, the site is not considered suitable for allocation. Potential for future safeguarding but proximity to industrial estate, contamination, trees, potential archaeological and other ecological interest, known pluvial flood risk are considerations. In particular there are existing conflicts between noise generation by employment uses and local resident amenity concerns and due to concerns regarding residential amenity being compromised by existing employment uses. The site performs poorly in Stage 2a Settlement Sustainability Appraisal for housing and employment, primarily due to poor access to existing facilities and services and for potential impacts on environmental and heritage assets. However, it performs fair in the Stage 2a Black Country Contribution Sustainability Appraisal for housing and employment.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Power supply and other utilities. Safeguarding of the environmental network. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Enhancement of Environmental network. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>The site it is located in Danesford close to the existing large industrial premises and residential development to the north west, but not well connected to the main built form of Bridgnorth. There are existing issues with the compatibility of employment and residential uses. The site is also not promoted.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>STC001</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	6%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	n/a
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	via Estate Road to A454
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assumes improvements of the existing estate road junction with the A454, including review of speed limit, will be funded by the development (linked with STC002 & STC004).
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. Assuming any necessary improvements of the A454/A458 and A454/B4363 roundabout junctions are funded by the adjacent developments.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	8
<i>Ecology Comments Significant Constraints:</i>	None.
<i>Ecology Comments Other Constraints:</i>	EclA required. Surveys for GCN (ponds on site and within 500m), Badgers , Bats, nesting birds, reptiles. Site surrounded by the Env. network (Stanmore Country Park) and CS17 applies.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees/pond on site as part of landscaping. Open space to be provided should be linked by green corridors to Stanmore Country Park and other Env. Network..
<i>Ecology Comments Opportunities:</i>	Use open space and green pedestrian links to provide biodiversity enhancements. Sandy soils in this area suitable for restoration of unimproved sandy grasslands, currently lost in agricultural areas - no topsoil and natural regeneration will result in low-maintenance, high biodiversity swards.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site formally part of RAF Bridgnorth (HER PRN 29127) and formerly included part of Bridgnorth racecourse (HER PRN 32056).
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	site surrounded by woodland and containing belts of mature trees
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Create 15m buffer from woodland and seek to retain internal trees within open space.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover and expand woodland in association with future development. Retain fine trees and woodland within site as features in open space within any development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Con land likely from past land use. Any significant scale development causing additional traffic movements into town requires air quality assessment.
<i>Public Protection Comments Management of Constraints:</i>	Con land assessment likely to show remediation possible. AQ assessment likely to be required and mitigation stated.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site consists of the built form of Stanmore Industrial Estate. It is some distance from the built form of Bridgnorth, forming an associated employment site.</p> <p>Stanmore Industrial Estate is considered a 'centre of excellence for engineering and advanced manufacturing' due to the cluster of businesses within and associated with the engineering and advanced manufacturing sector. As a result, it is considered to be a key employment location associated with Bridgnorth and one of the most successful centres for employment in Shropshire.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Power supply and other utilities. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Links to Environmental network. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as a key employment site in Shropshire</p>
<p><b>Reasoning</b></p>	<p>Stanmore Industrial Estate is considered a 'centre of excellence for engineering and advanced manufacturing' due to the cluster of businesses within and associated with the engineering and advanced manufacturing sector. As a result, it is considered to be a key employment location associated with Bridgnorth and one of the most successful centres for employment in Shropshire.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**\*Green Belt Purposes (where applicable):**

n/a

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>STC002</b>
Coal Authority Reference Area?	No
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	0%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Green Belt* Considerations: (from the GB Assessment/Review)	<p>Within P57. The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel (p57) which performs weakly against purpose 2; strongly against purpose 3; with no contribution against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a moderate level of harm on the Green Belt due to some encroachment on countryside within the parcel itself. No sub-parcels were identified which would have less harm.</p>
Landscape Considerations (Residential) (from the LVSS):	Medium
Visual Impact Considerations (Residential) (from the LVSS):	Medium
Landscape Considerations (Employment) (from the LVSS):	Medium
Visual Impact Considerations (Employment) (from the LVSS):	Medium
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	via Estate Road to A454 preferably not onto The Hobbins
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	Assumes improvements of the existing estate road junction with the A454, including review of speed limit, will be funded by the development (linked with STC001 & STC004).
Highway Comments - Could the Development Occur Without Off-Site Works?	N
Highway Comments - Are Envisaged Off-Site Works Achievable?	Y. Assuming any necessary improvements of the A454/A458 and A454/B4363 roundabout junctions are funded by the adjacent developments.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	<b>8</b>
Ecology Comments Significant Constraints:	Site entirely within the Environmental Network and CS17 Environmental Networks applies. Only reduced numbers of housing possible as protection of Environmental Network unlikely to be fully possible in open space provision.
Ecology Comments Other Constraints:	EclA required. Surveys for GCN (ponds close to site boundary and within 500m) Dormice, Badgers, Bats, nesting birds, plants (unimproved grassland and other potential priority habitats need botanical survey to assess impacts), reptiles. Site adjacent to the Env. network (Stanmore Country Park) and CS17 applies.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees/priority habitat on site. If priority habitats present (looks likely), mitigation land will need to be provided. Open space to be provided should be next to and linked by green corridors to Stanmore Country Park. Reduced development area.
<i>Ecology Comments Opportunities:</i>	Use open space and green pedestrian links to provide biodiversity enhancements. Sandy soils in this area suitable for restoration of unimproved sandy grasslands, currently lost in agricultural areas - no topsoil and natural regeneration will result in low-maintenance, high biodiversity swards.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site formally part of RAF Bridgnorth (HER PRN 29127) and formerly included part of Bridgnorth racecourse (HER PRN 32056).
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	trees, groups of trees and scrub across site. Woodland adjacent east, south and west boundaries
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Create 15m buffer from woodland and seek to retain significant internal trees within open space.
<i>Tree Comments Opportunities:</i>	Expand adjacent woodland in association with future development. Retain fine trees within site as features in open space within any development.
<i>Public Protection Comments Significant Constraints:</i>	Industrial use abuts significant part of the site boundary. Placing residential here may restrict businesses on the industrial estate which is not considered acceptable.
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The site was formerly part of the RAF Stanmore site. Whilst the rest of the site was converted to an industrial estate, this component was allowed to naturalise. The site forms part of the gap between Stanmore Industrial Estate and The Hobbins (residential). It is physically and functionally separated from the development boundary and built form of Bridgnorth by Stanmore Country Park, agricultural fields and the Hermitage Ridge (and associated ancient woodland). The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. The site benefits from good highway links, although any necessary improvements of the A454/A458 and A454/B4363 roundabout junctions would need to be undertaken. The site forms part of an environmental network and may contain priority habitats. The site contains mature trees, groups of mature trees and scrubland. There is also woodland adjacent to the site's eastern, southern and western boundaries. The site forms part of the former RAF Bridgnorth and formerly included part of the Bridgnorth racecourse.</p> <p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site adjoins an industrial area, therefore residential amenity would be compromised and the site is therefore not considered suitable for residential use. Conversely it is also close to existing residential properties at The Hobbins, as such any noise generating uses on the site will require due consideration. There is a foul sewer though site and some known pluvial flood risk which the design, layout of and access to the development will need to take into account informed by a flood risk assessment.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Power supply and other utilities. Improvements to the access road to Stanmore Industrial Estate and its junction with the A454, the A454/A458 roundabout and the A454/B4363 roundabout. Substantial and effective boundary treatments. An effective buffer to The Hobbins and other residential properties.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Protection and enhancement of Stanmore Country Park. Green infrastructure links through the site. Acoustic design, layout, green infrastructure and appropriate building materials. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>Yes</p>
<p><b>Recommendation</b></p>	<p>Allocate in part as an employment allocation to support the expansion of Stanmore Industrial Estate</p>
<p><b>Reasoning</b></p>	<p>The site is well related to Stanmore Industrial Estate, an existing employment area which is inset within the Green Belt. Stanmore Industrial Estate which is inset in the Green Belt is a very successful employment site and represents a centre of excellence for engineering and advanced manufacturing. In order to provide for the medium and long term growth of the site, it is considered appropriate to identify further land for the expansion of this site, which will complement proposals for housing and employment provision elsewhere in Bridgnorth. This can only be achieved through the release of dome land from the Green Belt. Removing land from the Green Belt is subject to identification of exceptional circumstances, this will be detailed within a Green Belt: Exceptional Circumstances Statement.</p> <p>A small part of P58a is located within the 1 in 1,000 surface flood risk zone, the site is of sufficient size to address this constraint.</p> <p>The sites will form extensions of Stanmore Industrial Estate and as such will be accessed through the existing access (subject to necessary improvements).</p> <p>The site forms part of an environmental network. The design, layout and quantum of development can reflect this and seek to ensure provision of green corridors linked to Stanmore Country Park.</p> <p>Design and layout of development will need to mitigate any noise and visual impact on nearby residential properties. Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	4.6ha of employment land
<b>If proposed for Allocation Design Requirements:</b>	<p>The site represents an extension to the existing Stanmore Industrial Estate. Development will be for complementary employment uses (use classes B1, B2, B8 and appropriate sui generis uses) only.</p> <p>Access will be provided via the existing Stanmore Industrial Estate. Necessary improvements will be made to highways infrastructure, including the access road to Stanmore Industrial Estate and its junction with the A454, the A454/A458 roundabout and the A454/B4363 roundabout.</p> <p>Substantial and effective boundary treatments will be required in order to create a buffer around the site. An effective buffer to The Hobbins and other residential properties is particularly important.</p> <p>Site design and layout will positively respond to the site's relationship with Stanmore Country Park and The Hobbins. Development should seek to provide green infrastructure links through the site, retain high quality trees and retain priority habitats on the site. Any lost trees should be offset within the sites buffer.</p> <p>Acoustic design, layout, green infrastructure and appropriate building materials will be used to appropriately manage noise arising from the site.</p> <p>Compensatory provision to the Green Belt will be made through investment in the quality of Stanmore Country Park.</p>

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>STC003</b>
Coal Authority Reference Area?	No
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	0%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	Yes
<b>Green Belt* Considerations:</b> (from the GB Assessment/Review)	<p>Forms part of P60.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; with no contribution against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a moderate level of harm on the Green Belt due to some encroachment on countryside.</p> <p>No sub-parcels were identified which would have less harm.</p>
Landscape Considerations (Residential) (from the LVSS):	Medium
Visual Impact Considerations (Residential) (from the LVSS):	Medium
Landscape Considerations (Employment) (from the LVSS):	Medium
Visual Impact Considerations (Employment) (from the LVSS):	Medium
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	A458 and via Estate Road to A454
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	Assumes a new junction or improved junction on the A458.
Highway Comments - Could the Development Occur Without Off-Site Works?	N
Highway Comments - Are Envisaged Off-Site Works Achievable?	Y. Assuming any necessary improvements of the A454/A458 and A454/B4363 roundabout junctions are funded by the adjacent developments.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	8
Ecology Comments Significant Constraints:	None.
Ecology Comments Other Constraints:	EclA required. Surveys for GCN (ponds close to site boundary and within 500m,) Dormice, Badgers , Bats, nesting birds, reptiles. Site adjacent to the Env. Network to north and south )Stanmore Country Park to north ) and CS17 applies.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees/priority habitat on site. Open space to be provided should be next to and linked by green corridors to Stanmore Country Park.
<i>Ecology Comments Opportunities:</i>	Increase size and accessibility to Country Park.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site formally part of RAF Bridgnorth (HER PRN 29127).
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	group of TPO trees along part of eastern boundary
<i>Tree Comments Other Constraints:</i>	mature trees and hedges within and around site. Deciduous woodland adjacent northern boundary.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Create 15m buffer from woodland and seek to retain significant internal trees within open space.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover and expand woodland in association with future development. Retain fine trees and woodland within site as features in open space within any development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to the south creating a noise source. Any significant scale development causing additional traffic movements into town requires air quality assessment. Potential con land from past land use.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise. AQ assessment likely to be required and mitigation stated. Con land assessment likely to be necessary and remediation likely to be available.
<i>Public Protection Comments Opportunities:</i>	Would be better location if AQ issue in Bridgnorth did not exist.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The site lies in a rural setting to the south of Stanmore Country Park and a small group of dwellings at Russell Close. South of the site lies Stanmore Hall Touring Caravan Park. The site is physically and functionally separated from the development boundary and built form of Bridgnorth by agricultural fields and the Hermitage Ridge (and associated ancient woodland). The size and capacity of the site, taking into account likely need to safeguard ecological interest, would be insufficient, to provide for the provision of local services and appropriate traffic calming and pedestrian links to Bridgnorth.</p> <p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site is also poorly connected to the existing development at Stanmore Industrial Estate and The Hobbins, being separated by the Country Park and more closely linked with Russell Close.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. Whilst there natural environment considerations including TPO &amp; significant trees these are generally a manageable constraints. However the site is not as well connected to the existing development at Stanmore Industrial Estate and The Hobbins being separated by the Country Park and more closely linked with Russell Close.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Improved access /junction with A458. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Environmental network enhancement and formation of linkage to Stanmore Country Park. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>STC004</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	<p>Forms part of P57 &amp; P60</p> <p>Within P57. The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel (p57) which performs weakly against purpose 2; strongly against purpose 3; with no contribution against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a moderate level of harm on the Green Belt. No sub-parcels were identified which would have less harm.</p> <p>Within P60. The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; with no contribution against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a moderate level of harm on the Green Belt. No sub-parcels were identified which would have less harm.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	A454
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assumes improvements of the existing estate road junction with the A454, including review of speed limit, will be funded by the development (linked with STC001 & STC002).
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. Assuming any necessary improvements of the A454/A458 and A454/B4363 roundabout junctions are funded by the adjacent developments.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	8
<i>Ecology Comments Significant Constraints:</i>	Existing country park and completely in the Environmental Network, largely woodland. CS17 Environmental Networks applies. Priority species present (invertebrates) which would require mitigation land.
<i>Ecology Comments Other Constraints:</i>	EclA required. Surveys for GCN (ponds close to site boundary and within 500m,) Dormice, plants (unimproved grassland and other potential priority habitats need botanical survey to assess impacts), Badgers, Bats, nesting birds, reptiles and invertebrates (priority spp present).

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance the whole country park.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site formally part of RAF Bridgnorth (HER PRN 29127), including site of the memorial monument, and formerly included part of Bridgnorth racecourse (HER PRN 32056).
<i>Heritage Comments Management of Constraints:</i>	RAF monument should be retained and given appropriate setting
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	site is covered by woodland
<i>Tree Comments Other Constraints:</i>	
<i>Tree Comments Management of Constraints:</i>	
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to the south creating a noise source. Any significant scale development causing additional traffic movements into town requires air quality assessment. Potential con land from past land use.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise. AQ assessment likely to be required and mitigation stated. Con land assessment likely to be necessary and remediation likely to be available.
<i>Public Protection Comments Opportunities:</i>	Would be better location if AQ issue in Bridgnorth did not exist.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The site is an extensive Country Park located to the west of Stanmore Industrial Estate, forming part of the gap between the estate and the settlement of Bridgnorth. The site was formerly part of the RAF Stanmore site. The site is located in the Green Belt and is a Country Park with significant trees which forms part of the environmental network and has significant ecological value. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. Part of the site also forms a buffer between the Stanmore Industrial Estate and adjacent residential uses to the south.</p> <p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Retention and enhancement of Stanmore Country Park  Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>The site is a well-valued Country Park and located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>STC005</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt* Considerations: (from the GB Assessment/Review)</i>	<p>Forms a very small part of P54.</p> <p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; with no contribution against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a high level of harm on the Green Belt due to the level of encroachment on countryside and the weakening of the role of adjoining areas with regard to purpose 3. The site STC005 equates to part of a sub-parcel within the south west of this parcel, adjoining The Hobbins, which was identified as having a moderate level of harm if released.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	The Hobbins and A454
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	8
<i>Ecology Comments Significant Constraints:</i>	None.
<i>Ecology Comments Other Constraints:</i>	EclA required. Surveys for GCN (ponds within 500m) Dormice, Badgers, Bats, nesting birds, plants (unimproved grassland and other potential priority habitats need botanical survey to assess impacts), reptiles. Site adjacent to the Env. network (Stanmore Country Park) and CS17 applies.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees/priority habitat on site. If priority habitats present, mitigation land will need to be provided. Open space to be provided should be linked by green corridors to Stanmore Country Park and the open space in the existing development THB002.
<i>Ecology Comments Opportunities:</i>	Use open space and green pedestrian links to provide biodiversity enhancements. Sandy soils in this area suitable for restoration of unimproved sandy grasslands, currently lost in agricultural areas - no topsoil and natural regeneration will result in low-maintenance, high biodiversity swards.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Formerly included part of Bridgnorth racecourse (HER PRN 32056) and site also included former Royal Observer Core observation post (HER PRN 32791). Much of site appears to have been extensively levelled during construction of Stanmore Camp.
<i>Heritage Comments Management of Constraints:</i>	Consider retaining and conserving ROC observation post.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	trees and hedgerows around site boundaries
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from road to west and south. Any significant scale development causing additional traffic movements into town requires air quality assessment.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise. AQ assessment likely to be required and mitigation stated.
<i>Public Protection Comments Opportunities:</i>	Would be better location if AQ issue in Bridgnorth did not exist.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>A small site agricultural field adjacent to residential dwellings in The Hobbins.</p> <p>The site occupies a rural setting more closely associated with the Hobbins than Bridgnorth. It is physically and functionally separated from the development boundary and built form of Bridgnorth by agricultural fields and the Hermitage Ridge (and associated ancient woodland). The size and capacity of the site would be insufficient to provide for the provision of local services in this location and appropriate traffic calming and pedestrian links to Bridgnorth.</p> <p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site generally has good vehicular access potential. However there will be a need to undertake works to road infrastructure to ensure that it is appropriate to support the development.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully.</p> <p>The site has grade 2/3 agricultural land quality. This is amongst the best and most versatile.</p> <p>Significant trees and ecological interest including linkage to the environmental network and open space will need to be taken into account.</p> <p>Formerly included part of Bridgnorth racecourse and site also included former Royal Observer Core observation post.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Waste water treatment capacity.</p> <p>A range of community services and infrastructure as part of a large scale planned mixed-use development.</p> <p>Separation distance and appropriate residential amenity protection measures.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Open space linkage to Stanmore Country Park</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>The site is more closely associated with the built form of The Hobbins than Bridgnorth. It is some distance from the built form of Bridgnorth, separated physically and functionally by agricultural land and the Hermitage Ridge. The size and capacity of the site would be insufficient to provide for the provision of local services in this location and appropriate traffic calming and pedestrian links to Bridgnorth.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Assessment of the site in combination with adjoining sites is summarised separately within this assessment.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>STC006</b>
Coal Authority Reference Area?	No
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	0%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Green Belt* Considerations: (from the GB Assessment/Review)	<p>Forms a small part of P54 and relates to open area within the Hobbins . The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs weakly against purpose 2; moderately against purpose 3; with no contribution against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel, the release of which would have a high level of harm on the Green Belt due to the level of encroachment on countryside and the weakening of the role of adjoining areas with regard to purpose 3. A sub-parcel including The Hobbins, was identified which would have a moderate level of harm if released.</p>
Landscape Considerations (Residential) (from the LVSS):	Medium
Visual Impact Considerations (Residential) (from the LVSS):	Medium
Landscape Considerations (Employment) (from the LVSS):	Medium
Visual Impact Considerations (Employment) (from the LVSS):	Medium
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	The Hobbins
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	<b>8</b>
Ecology Comments Significant Constraints:	None.
Ecology Comments Other Constraints:	EclA required. Surveys for GCN (ponds within 500m), Badgers , Bats, nesting birds, plants (unimproved grassland and other potential priority habitats need botanical survey to assess impacts), reptiles. Site adjacent to the Env. network (Stanmore Country Park) and CS17 applies.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/trees/priority habitat on site. If priority habitats present, mitigation land will need to be provided. Open space to be provided should be linked by green corridors to Stanmore Country Park.
<i>Ecology Comments Opportunities:</i>	Judging by footpaths this site is already well used by local residents as open space - ideally it should remain so.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site formally part of RAF Bridgnorth (HER PRN 29127) and formerly included part of Bridgnorth racecourse (HER PRN 32056).
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	TPO tree to centre of southern boundary.
<i>Tree Comments Other Constraints:</i>	trees and groups of trees towards periphery of site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees. Trees may prevent development of separate plot in south west corner.
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from road to west and south. Any significant scale development causing additional traffic movements into town requires air quality assessment.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings, barrier treatment. and combinations thereof to mitigate for road noise. AQ assessment likely to be required and mitigation stated.
<i>Public Protection Comments Opportunities:</i>	Would be better location if AQ issue in Bridgnorth did not exist.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Bridgnorth proximity and strong highway links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<p><b>Strategic Considerations:</b></p>	<p>This is an area of open space within the Hobbins residential development with significant trees and potential ecological value. It is physically and functionally separated from the development boundary and built form of Bridgnorth by agricultural fields and the Hermitage Ridge (and associated ancient woodland). The size and capacity of the site would be insufficient to provide for the provision of local services in this location and appropriate traffic calming and pedestrian links to Bridgnorth.</p> <p>Whilst the site is associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, due to its size it is unlikely that in isolation it could accommodate a meaningful component of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site generally has good vehicular access potential. However there will be a need to undertake works to road infrastructure to ensure that it is appropriate to support the development.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully.</p> <p>The site has grade 3 agricultural land quality. This is amongst the best and most versatile.</p> <p>Development of the site is also compromised by its amenity value and the role of open space will need to be taken into account.</p> <p>Site formally part of RAF Bridgnorth and formerly included part of Bridgnorth racecourse.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Waste water treatment capacity.</p> <p>A range of community services and infrastructure as part of a large scale planned mixed-use development.</p> <p>Separation distance and appropriate residential amenity protection measures.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Open space linkage to Stanmore Country Park</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>
<p><b>Reasoning</b></p>	<p>The site is more closely associated with the built form of The Hobbins than Bridgnorth. It is some distance from the built form of Bridgnorth, separated physically and functionally by agricultural land and the Hermitage Ridge. The size and capacity of the site would be insufficient to provide for the provision of local services in this location and appropriate traffic calming and pedestrian links to Bridgnorth.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p>Assessment of the site in combination with adjoining sites is summarised separately within this assessment.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>

<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);

Purpose 2 (merging of neighbouring towns);

Purpose 3 (safeguarding countryside from encroachment);

Purpose 4 (preserving setting/character of historic towns); and

Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**





<i>Ecology Comments Management of Constraints:</i>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<i>Ecology Comments Opportunities:</i>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<i>Heritage Comments Significant Constraints:</i>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<i>Heritage Comments Other Constraints:</i>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<i>Heritage Comments Management of Constraints:</i>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<i>Heritage Comments Opportunities:</i>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<i>Tree Comments Significant Constraints:</i>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<i>Tree Comments Other Constraints:</i>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<i>Tree Comments Management of Constraints:</i>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<i>Tree Comments Opportunities:</i>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<i>Public Protection Comments Significant Constraints:</i>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<i>Public Protection Comments Other Constraints:</i>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<i>Public Protection Comments Management of Constraints:</i>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<i>Public Protection Comments Opportunities:</i>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Please see sites P54, P56, P58a, STC002, STC005 and STC006
<b>Relationship to the Black Country</b>	The site is located to the east of Bridgnorth. Bridgnorth is located in south-east Shropshire, an area with a strong functional relationship to the Black Country. Bridgnorth has strong highway transport links to the Black Country (approximately 14 miles away) via the A458 corridor. The nearest railway stations to Bridgnorth are at Telford, Albrighton and Shifnal. These would require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Bridgnorth's proximity and strong highway links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>This site consists of a series of sites (P54 (part), P56 (part), P58a, STC002, STC005 and STC006) which were in combination consulted upon as a preferred site allocation within the Preferred Sites consultation in late 2018/early 2019), although the specific extent of the site is somewhat reduced from that previously identified as a preferred site allocation, to exclude areas of Stanmore Country Park.</p> <p>This site represents a very large site located to the East of Bridgnorth. The site has the potential to deliver a new sustainable urban extension incorporating the credentials of a garden village development. The site could provide a mix of housing which would contribute to meeting local needs, opportunities for expansion of a very successful employment site, community facilities within a new local centre to support the new community and extensive green infrastructure. The components of the site generally have good vehicular access potential. However there will be a need to undertake works to road infrastructure to ensure that it is appropriate to support the development.</p> <p>The size of this site and its location associated with a Principal Centre in close proximity to the Black Country and with good highway links between the two areas, means that it could accommodate a portion of the proposed contribution to the unmet development needs forecast to arise within the Black Country.</p> <p>The site occupies a rural setting and is physically and functionally separated from the development boundary and built form of Bridgnorth by the Hermitage Ridge (and associated ancient woodland). Due to the scale of the site it has the potential to provide on site services and facilities to serve existing and new communities. The provision of pedestrian and cycle links between the site and the existing built form of Bridgnorth will require very careful consideration due to the presence of the Hermitage Ridge and associated ancient woodland. The site also offers the potential to provide a park and ride on the site, which would provide a level of mitigation.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. The Green Belt Assessment indicates that the parcels which cover the site: perform a weak contribution to purpose 2; a moderate (P54 and P58) and strong (P56 and P57) contribution against purpose 3; and makes no (P54, P57 and P58) and weak (P56) contribution against purpose 4.</p> <p>The Green Belt Review indicates that release of these parcels would have the following levels of harm to the Green Belt: moderate (P58a, STC002, STC005 and STC006), moderate-high (P56) and high (P54).</p> <p>Much of the site has grade 2 agricultural land quality. This is amongst the best and most versatile.</p> <p>Parts of the site are located within the 1 in 1,000 surface water flood risk zone. The site is of sufficient scale that development could be excluded from these elements of the site and a comprehensive development still achieved.</p> <p>The site is primarily located outside of identified source protection zones, although much of the most easterly element of the site, understood to be proposed exclusively for employment development as an expansion of Stanmore Industrial Estate, is located within Source Protection Zone 3. However, it is considered that this issue could be managed through appropriate design and construction of development.</p> <p>The majority of the site is located within a landscape parcel which has medium landscape and visual sensitivity to housing and employment. A very small portion of the most easterly element of the site, understood to be proposed exclusively for employment development as an expansion of Stanmore Industrial Estate, has medium-high landscape and visual sensitivity to housing and high landscape and visual sensitivity to employment.</p> <p>The site lies immediately adjacent to ancient woodland, which runs along Hermitage Ridge to the west of the site between it and the existing form of Bridgnorth. Design and layout will need to give these factors due consideration.</p> <p>Parts of the site are located within an environmental network, mainly along site boundaries, although the entirety of STC002 is located within an environmental network. There are also wooded areas within the site and may be protected species and priority habitats on site. Design and layout will need to give these factors due consideration.</p> <p>The site contains part of and parts are in proximity of The Hermitage Scheduled Monument. Development would need to avoid this area and a suitable buffer. The site contains a number of other heritage assets which should be appropriately managed. Due to its size is likely to have archaeological potential.</p> <p>The site is close to sources of road and commercial noise and potential future noise from other commercial uses on the employment land proposed within the site promotion itself. However, it is considered that this can be managed through design and layout of the development and use of green infrastructure buffering.</p> <p>Given the scale of the site it is important to ensure that necessary supporting infrastructure is provided.</p> <p>Air quality in Bridgnorth is a consideration.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>A new local centre to provides retail and community uses.</p> <p>A new community centre.</p> <p>A park and ride.</p> <p>Primary school.</p> <p>Pedestrian and cyclist infrastructure on the site and from the site into Bridgnorth. This will need to positively respond to the presence of ancient woodland and the gradient between the site and the town.</p> <p>Necessary improvements to road infrastructure.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Significant open space and green infrastructure on the site.</p> <p>Improvements to Stanmore Country Park.</p> <p>SUDs and water treatment facilities.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>

<b>Recommendation</b>	Retain the majority of the site as Green Belt. Allocate two of the component sites (P58a and STC002) specifically for extensions to Stanmore Industrial Estate.
<b>Reasoning</b>	<p>The site adjoins ancient woodland along Hermitage Ridge. This ridge also creates physical and functional separation between the site and the built form of Bridgnorth. Whilst it is considered that provision of a new local centre and park and ride on the site would contribute to mitigation, the ability to provide effective pedestrian and cycle links are more complex due to the gradient and presence of ancient woodland along Hermitage Ridge.</p> <p>The site contains part of and parts of the site are in proximity of The Hermitage Scheduled Monument.</p> <p>The site is located within the Green Belt. The NPPF specifies that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, before concluding that such circumstances exist all other reasonable options should be examined fully. An alternative site has been identified which is not located within the Green Belt and could achieve much of the development needs and aspirations for Bridgnorth through a comprehensive and sustainable development. This site is of sufficient scale that it can deliver appropriate traffic calming and pedestrian links into the town and extensive on site services and facilities to serve its new community.</p> <p><b>It is understood that this site has been superseded by BRD032 a Revised Stanmore Garden Village proposal. The Framework places a responsibility on the Local Planning Authority to devise an appropriate strategy for the area, taking into account the reasonable alternatives, and based on proportionate evidence. It is considered that either BRD032 the Revised Stanmore Garden Village proposal or BRD030 the Tasley Garden Village proposal could provide for the scale of growth proposed for the town over the long term to 2038. Within this context it is considered appropriate to provide a detailed overview of the competing planning considerations between the two options, and to show the weight that has been afforded to these competing considerations. In this way this assessment can be viewed as providing the planning balance between the two competing proposed 'Garden Village' proposals and a transparent and reasoned explanation as to why one has been preferred over the other. A summary of this assessment is provided within the Bridgnorth Development Options Assessment (July 2021 Update), provided as part of the evidence base for the Local Plan Review.</b></p> <p>However, Stanmore Industrial Estate which is inset in the Green Belt is a very successful employment site and represents a centre of excellence for engineering and advanced manufacturing. In order to provide for the medium and long term growth of the Industrial Estate, it is considered appropriate to identify further land for its expansion, which will complement proposals for housing and employment provision elsewhere in Bridgnorth. This can only be achieved through the release of some land from the Green Belt. Removing land from the Green Belt is subject to identification of exceptional circumstances, this will be detailed within a Green Belt: Exceptional Circumstances Statement.</p> <p>A small part of P58a is located within the 1 in 1,000 surface flood risk zone, the site is of sufficient size to address this constraint. Sites P58a and STC002 are well related to the built form of Stanmore Industrial Estate and as such represent opportunities for the expansion of the site. As extensions of Stanmore Industrial Estate they will be accessed through the existing access (subject to necessary improvements). Much of P58a is located within Source Protection Zone 3. The design of development on these elements of the site can manage this constraint. STC002 forms part of an environmental network. The design, layout and quantum of development can reflect this and seek to ensure provision of green corridors linked to Stanmore Country Park. A small portion of P58a has high landscape and visual sensitivity to employment. High quality design and layout can reduce any visual impact. Design and layout of development will need to mitigate any noise and visual impact on The Hobbins and other nearby residential properties.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	

# Shropshire Local Plan

## Additional Sustainability Appraisal Report: Appendix 5

Updated Stage 3 Site Assessment:  
Broseley Key Centre



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRO004</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	5%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-Low and Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Via Rough La / Collins Cl
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Assumes vehicular access would not be via Pound La.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	21
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	EclA required. Bat potential in mature trees and also notable species recorded nearby that are likely to forage over this area given 'wide' character. Retain mature trees and hedges in landscaping as part of corridor. Northern portion is within Environmental Network and also identified as potentially priority habitat which would require survey between May and end of August.
<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows on boundaries. Retain mature trees in field. Enhance and restore Env. Network to north and west in accordance with CS17 Environmental Networks and MD12. Extend the network to the south along the east boundary

<i>Ecology Comments Opportunities:</i>	Enhancement of the network to the east and south. Also greenspace provision should be accessible to existing housing to the west who currently don't have much Accessible Natural Greenspace. See also standard list of opportunities.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	HER indicates that eastern side of site previously formed part of the Dunge Colliery and associated coal workings (HER PRN 07285). N part of the site also formed part of the Broseley Tileries (HER PRN 04631) and is crossed by the former course of an early tramway (HER PRN 07287). Site therefore holds archaeological interest.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment + evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	hedgerows and trees to site boundary and trees and scrub internal to northern end of site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Contaminated land possible due to past mining operations and historic railway line crossing the site.
<i>Public Protection Comments Management of Constraints:</i>	Remediation possible.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the east of Broseley. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b> This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRO007</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	6%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Using current field access / Bridleway
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. But suitable visibility and access road width may not be achieved via the current bridleway access onto Dark Lane without acquiring third party land.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	23
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	EclA required. Grassland has been identified as potentially of UK Priority status. Haycop Local Wildlife Site is adjacent and has significant fungi species and also Dingy Skipper (UK Priority Species). Both of which could also be found on this site.
<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows on boundaries. Enhance and restore Env. Network surrounding most of site in accordance with CS17 Environmental Networks and MD12. Extend the network to the south along the east boundary

<i>Ecology Comments Opportunities:</i>	Suggest green/brown roofs as habitat for priority butterflies and moths and to reduce surface water run-off. Avoid topsoil on open space where possible. Use 'green hay' technique for seeding any grassland - ideally using hay from nearby Enhance woodland edge as part of open space requirement and buffer woodland and scrub with most enhancements being to the north east adjacent to the Wildlife Site. See also standard list of opportunities.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site located adjacent to former Clench Acre Mine (HER PRN 32987), so has some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment + ?evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	site surrounded by trees and continuous with wider network of woodland.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development.
<i>Public Protection Comments Significant Constraints:</i>	None
<i>Public Protection Comments Other Constraints:</i>	Possible land contamination.
<i>Public Protection Comments Management of Constraints:</i>	Remediation available.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the east of Broseley. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<p><b>A Neighbourhood Plan is being prepared for Broseley. This Neighbourhood Plan includes housing and employment allocations.</b></p> <p>The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRO010</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	5%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	19%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	34%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	24%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Very High
<i>Visual Impact Considerations: (from the LVSS)</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Via Cherrybrook Drive
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	21
<i>Ecology Comments Significant Constraints:</i>	Only reduced numbers of housing possible as protection of Environmental Network unlikely to be fully possible in open space provision.
<i>Ecology Comments Other Constraints:</i>	Much of site appears to be woodland, scrub or potential priority open habitat of some kind. Two ponds are present nearby. Environmental Network covers much of site.
<i>Ecology Comments Management of Constraints:</i>	Reduced numbers of housing as protection of Environmental Network unlikely to be fully possible in open space provision. Protected species mitigation and enhancement. Very likely to have reptiles on site in the open areas near paths. Buffers would be needed to the pond and the woodland areas leaving very little for development

<i>Ecology Comments Opportunities:</i>	Use open space provision to provide biodiversity enhancements in woodland and open habitat. Avoid topsoil on open space where possible. Suggest green/brown roofs and reduce surface water run-off. See also standard list of opportunities.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Western side of site contains former mine workings (HER PRN 32861) and therefore hold archaeological interest
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment + evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	site is covered in trees and scrub and connects to adjoining and wider woodland network.
<i>Tree Comments Other Constraints:</i>	
<i>Tree Comments Management of Constraints:</i>	
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible land contamination. Possible noise etc from factories to the south.
<i>Public Protection Comments Management of Constraints:</i>	Remediation available. Potential to mitigate noise by location of dwellings, orientation and room layout as well as glazing and boundary treatment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the north of Broseley. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. The Neighbourhood Plan allocates this site for employment development. This Neighbourhood Plan also includes a housing allocation. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. The Neighbourhood Plan allocates this site for employment development. This Neighbourhood Plan also includes a housing allocation. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. The Neighbourhood Plan allocates this site for employment development. This Neighbourhood Plan also includes a housing allocation. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. The Neighbourhood Plan allocates this site for employment development. This Neighbourhood Plan also includes a housing allocation.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. The Neighbourhood Plan allocates this site for employment development. This Neighbourhood Plan also includes a housing allocation.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. The Neighbourhood Plan allocates this site for employment development. This Neighbourhood Plan also includes a housing allocation.</b>
<b>Reasoning</b>	<b>A Neighbourhood Plan is being prepared for Broseley. The Neighbourhood Plan allocates this site for employment development.</b> <b>This Neighbourhood Plan also includes a housing allocation.</b> The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRO011</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Very High
<i>Visual Impact Considerations: (from the LVSS)</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Given scale of development
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	14
<i>Ecology Comments Significant Constraints:</i>	Only reduced numbers of housing possible as protection of Environmental Network unlikely to be fully possible in open space provision.
<i>Ecology Comments Other Constraints:</i>	Much of site appears to be woodland / scrub and potentially priority habitat. Half the site is currently in the Environmental Network and the rest (which arguably should also be) is an area Tree Preservation Order. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. Protected species mitigation and enhancement. A pond is present to the west which would require survey for newts.
<i>Ecology Comments Management of Constraints:</i>	Reduced numbers of housing as protection of Environmental Network unlikely to be fully possible in open space provision. Protected species mitigation and enhancement. Buffers would be needed to the pond and the woodland areas leaving very little for development

<i>Ecology Comments Opportunities:</i>	Use open space provision to provide biodiversity enhancements in woodland and open habitat. Avoid topsoil on open space where possible. Suggest green/brown roofs and reduce surface water run-off. See also standard list of opportunities.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site located within Broseley Conservation Area and setting of the Ironbridge Gorge World Heritage Site. Former coal workings (HER PRN 31083) and a tramway (HER PRN 31082) present on site, so hold archaeological interest.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment + evaluation; impact on character and appearance of CA and settings of WHS). High quality design for residential or employment development necessary to minimise any impacts on the setting of the CA.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	site is covered in coppice and other woodland, part of which is subject to a TPO. It connects to the woodland of Ironbridge Gorge
<i>Tree Comments Other Constraints:</i>	
<i>Tree Comments Management of Constraints:</i>	
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible land contamination.
<i>Public Protection Comments Management of Constraints:</i>	Remediation available but mining shaft on site which could cause stability issues etc (outside my remit but worth noting).
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Relationship to the Black Country</b>	The site is located to the north of Broseley. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.



<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<p><b>A Neighbourhood Plan is being prepared for Broseley. The Neighbourhood Plan allocates this site for employment development.</b></p> <p><b>This Neighbourhood Plan also includes a housing allocation.</b></p> <p>The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRO012</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	10%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	12%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	17%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-Low
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Suitability of access will need to be checked by probably OK given small scale of development
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	EclA required. Most of site is within the Environmental Network. Bat potential in mature trees. Retain mature trees and hedges in landscaping as part of corridor, any open space to be adjacent to and enhance Env. Network.
<i>Ecology Comments Management of Constraints:</i>	Reduced numbers of housing as protection of Environmental Network and retention of mature trees unlikely to be fully possible in open space provision

<i>Ecology Comments Opportunities:</i>	Avoid topsoil on open space where possible. Use 'green hay' technique for seeding any grassland - ideally using hay from the nearby. Protect, enhance and restore Env. Network. See also standard list of opportunities.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site located within Broseley Conservation Area and may fall within the settings of a number of the Grade II listed buildings in the vicinity . HER indicates the earthwork and below ground remains of post-medieval coal workings may be present across much the site (HER PRNs 04565 &0728), so site may hold archaeological interest.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment; impact on character and appearance of CA and settings of LBs). High quality design for residential or employment development necessary to minimise any impacts on the setting of the CA.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	numerous trees spread across most of site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from road to the north of the site.
<i>Public Protection Comments Management of Constraints:</i>	Potential to mitigate noise by location of dwellings, orientation and room layout as well as glazing and boundary treatment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the west of Broseley. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<p><b>A Neighbourhood Plan is being prepared for Broseley. The Neighbourhood Plan allocates this site for employment development.</b></p> <p><b>This Neighbourhood Plan also includes a housing allocation.</b></p> <p>The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRO024</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-Low
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Suitability of access will need to be checked by probably OK given small scale of development
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	18
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	EciA required. All the site is within the Environmental Network. Bat potential in mature trees. Retain mature trees and hedges in landscaping as part of corrido. The grassland shows promise so would require survey between May and end of August.
<i>Ecology Comments Management of Constraints:</i>	Reduced numbers of housing as protection of Environmental Network and retention of mature trees unlikely to be fully possible in open space provision

<i>Ecology Comments Opportunities:</i>	Avoid topsoil on open space where possible. Use 'green hay' technique for seeding any grassland - ideally using hay from the nearby. Protect, enhance and restore Env. Network. See also standard list of opportunities.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site located within Broseley Conservation Area and may fall within the settings of a number of the Grade II listed buildings in the vicinity . HER indicates the earthwork and below ground remains of post-medieval coal workings may be present across much the site (HER PRNs 04565 &0728), so site may hold archaeological interest.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment; impact on character and appearance of CA and settings of LBs). High quality design for residential or employment development necessary to minimise any impacts on the setting of the CA.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	relatively small site with numerous trees
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	None
<i>Public Protection Comments Other Constraints:</i>	None
<i>Public Protection Comments Management of Constraints:</i>	None required.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the west of Broseley. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<p><b>A Neighbourhood Plan is being prepared for Broseley. The Neighbourhood Plan allocates this site for employment development.</b></p> <p><b>This Neighbourhood Plan also includes a housing allocation.</b></p> <p>The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRO027</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-Low
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Assumed via Bridgnorth Road.
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	22
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	Potential grassland interest. Entire area is corridor habitat between two core areas and the habitat is listed as nearly priority habitat. But it might be better. Some trees in the field and boundaries appear to be mature and could support bats.
<i>Ecology Comments Management of Constraints:</i>	Survey grassland between May and September. Damp area in next door Local Wildlife Site would need survey for potential as a breeding site for Great Crested Newts.



<i>Ecology Comments Opportunities:</i>	Ensure hedgehog friendly development that includes gaps in fence gravel boards, etc. Plan areas of open space that compliment the priority habitats to the west and south. See also standard list of opportunities.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	HER indicates the earthwork and below ground remains of early post-medieval coal workings (bell pits) are present across the site (HER PRN 04565), so site hold archaeological interest.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment + evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	site bordered by hedgerows and trees and connects to large block of woodland to the south
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Development stand-off to woodland to the south
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to connect to and extend woodland cover to the south.
<i>Public Protection Comments Significant Constraints:</i>	none
<i>Public Protection Comments Other Constraints:</i>	Possible mine shaft on site noted for your information.
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the south-west of Broseley. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<p><b>A Neighbourhood Plan is being prepared for Broseley. The Neighbourhood Plan allocates this site for employment development.</b></p> <p><b>This Neighbourhood Plan also includes a housing allocation.</b></p> <p>The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRO029</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-Low
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	N. Chapel Lane is unsuitable for the additional traffic that is likely to be generated by the development which may potential involve 90 homes.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	N. The Chapel Lane / B4375 junction would need to be improved and third party land would be needed.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	19
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	EclA required. Surveys for habitats, GCN (in pond 80m to west ), Dormice (known records in general area), Badgers (known), Bats, nesting birds, vascular plants, reptiles.. Some Environmental Network crosses site and, with more survey, additional core / priority habitat or corridor could be identified.
<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network to south and east in accordance with CS17 Environmental Networks and MD12. Reduced numbers of housing as protection of Environmental Network unlikely to be fully possible in open space provision.

<i>Ecology Comments Opportunities:</i>	Use open space provision to provide biodiversity enhancements and access to greenspace for existing housing. Better assess corridor and core environmental network, retain this and enhance where possible. Use 'Green Hay Strewing' technique as best practice for creation of grassland areas. See also standard list of opportunities.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site located within and on the boundary of, and within the setting, of the Broseley Conservation Area. HER indicates the earthwork and below ground remains of early post-medieval coal workings (bell pits) are present across the site (HER PRN 04565), so site hold archaeological interest.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment + evaluation; impact character and appearance on setting of CA). High quality design for residential or employment development necessary to minimise any impacts on the setting of the CA.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	numerous trees around and within site, particularly areas in the central and northern parts of the site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	None
<i>Public Protection Comments Other Constraints:</i>	None expected
<i>Public Protection Comments Management of Constraints:</i>	None likely
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the west of Broseley. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b> This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRO030</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Very High
<i>Visual Impact Considerations: (from the LVSS)</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Via Woodlands Close
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	N. it would be difficult to justify permitting development (20 homes in this case) that increased the traffic along Woodlands Road and northern section of King Street. This route is very narrow and lacking any footway in places.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	12
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	Grassland may be of interest but low risk. Low risk of Reptiles on site.
<i>Ecology Comments Management of Constraints:</i>	Simple ecological assessment all that is required (Extended Phase 1).

<i>Ecology Comments Opportunities:</i>	Opportunity to create linking corridor of woodland / hedgerow along eastern boundary to act as stepping stone for woods to north and south. See also standard list of opportunities.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site potentially within setting of Ironbridge Gorge World Heritage Site
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on setting of WHS)
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	single tree near entrance on south western side of site
<i>Tree Comments Management of Constraints:</i>	
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Potential contaminated land conditions required due to off site contamination migrating.
<i>Public Protection Comments Management of Constraints:</i>	Remediation possible.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north of Broseley. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<p><b>A Neighbourhood Plan is being prepared for Broseley. The Neighbourhood Plan allocates this site for employment development.</b></p> <p><b>This Neighbourhood Plan also includes a housing allocation.</b></p> <p>The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRO031</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-Low
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. This site would be able to deliver improvements to Floyer Lane. But suitable site access improvements onto Benthall Lane might be difficult to achieve. Access onto Bridge Road could be achieved.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. If the site access is on Bridge Road then check would need to be made at the Benthall Lane / Bridge Road junction to ensure it was suitable to carry the additional traffic generated by the 84 home on this development.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	15
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	EclA required. Surveys for habitats, GCN (in pond 20m to north), Badgers, Bats, nesting birds, vascular plants, reptiles.. Majority of site is in the Environmental Network and, with additional survey, additional core / priority habitat or corridor could be identified. Tree Preservation Orders on several roadside trees on or adjacent to this site. Likely to be key foraging site for bats and birds of prey like Owls and Kestrel. Anthills in earlier Street View indicates good quality grassland.
<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network to in accordance with CS17 Environmental Networks and MD12. Reduced numbers of housing as protection of Environmental Network unlikely to be fully possible in open space provision.

<i>Ecology Comments Opportunities:</i>	Grassland areas appear to have been better at some stage. Opportunities to restore these as part of any open space allocation exists. Green Hay Strewing should be used if this ever happens. Suggest green/brown roofs and reduce surface water run-off. Enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. Position between two Local Wildlife Sites of similar habitat suggests lots of opportunities to enhance area. See also standard list of opportunities.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site located within Broseley Conservation Area. HER, LIDAR and historic OS maps indicates the earthwork and below ground remains of post-medieval coal workings are present across much the site (HER PRN 07284), so site hold archaeological interest.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment + evaluation; impact on character and appearance of CA). High quality design for residential or employment development necessary to minimise any impacts on the setting of the CA.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	limited tree and scrub cover around and within site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Mine shafts and associated contamination likely. Potential noise from road.
<i>Public Protection Comments Management of Constraints:</i>	Remediation where necessary for contaminated land. Regulatory Services are not experts in stability aspects related with mine shafts and cannot comment other than to state that a stand off distance may be appropriate. Road noise could be mitigated through location of dwellings, orientation and room layout as well as glazing and boundary treatment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north-west of Broseley. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b> This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRO032</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	5%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Very High and Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	High and Medium-Low
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	N. Floyer Lane is unsuitable for the additional traffic that is likely to be generated by the development which may potential involve 72 homes. Third party land would be needed to improve Floyer Lane.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	N. The Floyer Lane / Benthall Lane junction would need to be improved and third party land would be needed.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	14
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	EclA required. Surveys for habitats (in particular grassland), GCN (pond 15m to north), Badgers, Bats, nesting birds, vascular plants, reptiles (Grass-snake recorded nearby). Old buildings could be used as bird nesting sites, roosts for bats, and hibernation sites for reptiles and amphibians. Top corner of site is in the Environmental Network and, with additional survey, additional core / priority habitat or corridor could be identified. Likely to be key foraging site for bats and birds of prey like Owls and Kestrel.
<i>Ecology Comments Management of Constraints:</i>	Survey grassland between May and September. Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Protect, enhance and restore Env. Network to in accordance with CS17 Environmental Networks and MD12.

<i>Ecology Comments Opportunities:</i>	Retain and improve hedges and hedgerow trees. Retain overgrown areas to north with ruins as hibernation site for amphibians and reptiles. This area of environmental network should be improved. A pond feature should be incorporated. Position between two Local Wildlife Sites of similar habitat suggests lots of opportunities to enhance area. See also standard list of opportunities.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site located on the boundary of, and within the setting, of the Broseley Conservation Area. HER indicates the earthwork and below ground remains of post-medieval clay and ironstone minding remains are present across much the site (HER PRN 33213), so site hold archaeological interest.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment + evaluation; impact on setting of CA). High quality design for residential or employment development necessary to minimise any impacts on the setting of the CA.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	hedgerows and mature trees to southern and western site boundaries
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Mine shafts and associated contamination potential on site.
<i>Public Protection Comments Management of Constraints:</i>	Remediation where necessary for contaminated land
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Relationship to the Black Country</b>	The site is located to the north-west of Broseley. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b> This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRO036</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-Low
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Pound Lane adjacent to site would need to be improved for traffic and pedestrians.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	N. Pound Lane leading to the B4373 and the junction with the B4373 would need to be improved and third party land would be needed. Y. If access can be achieved through the adjacent employment allocation directly onto the B4373.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	Partly within Env. Network. Paddocks to east may be unimproved grassland. Surveys of tightly grazed grasslands are difficult and would require grass to be left to grow before survey. Area of scrub / woodland has interest, could support protected species (including Dormice) and should be in the Env. Network. Area of overgrown grassland to north of this may also have interest in own right and may support reptiles.
<i>Ecology Comments Management of Constraints:</i>	EclA required. Reduced numbers of housing as protection of Environmental Network unlikely to be fully possible in open space provision. Retain mature trees in field. Protect, enhance and restore Env. Network to in accordance with CS17 Environmental Networks and MD12.

<i>Ecology Comments Opportunities:</i>	Retain and improve hedges, hedgerow trees and woodland/ scrub. Grassland area could be improved with more sympathetic management as meadow. See also standard list of opportunities.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	HER indicates that eastern side of site previously formed part of The Dunge Brick and Tile Works (HER PRN 07237) and the associated Dunge Colliery and associated coal workings (HER PRN 07285), so site hold archaeological interest.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment + evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	boundary hedgerows and double internal hedgerow and copse of trees
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Incorporate central hedgerows and copse in open space and plant to connect to adjoining hedgerows.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Potential contaminated land from past land use.
<i>Public Protection Comments Management of Constraints:</i>	Remediation likely to be possible for con land.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south of Broseley. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. The Neighbourhood Plan allocates part of this site for residential development. This Neighbourhood Plan also includes an employment allocation. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.



<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. The Neighbourhood Plan allocates part of this site for residential development. This Neighbourhood Plan also includes an employment allocation. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. The Neighbourhood Plan allocates part of this site for residential development. This Neighbourhood Plan also includes an employment allocation. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. The Neighbourhood Plan allocates part of this site for residential development. This Neighbourhood Plan also includes an employment allocation.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. The Neighbourhood Plan allocates part of this site for residential development. This Neighbourhood Plan also includes an employment allocation.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. The Neighbourhood Plan allocates part of this site for residential development. This Neighbourhood Plan also includes an employment allocation.</b>
<b>Reasoning</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. The Neighbourhood Plan allocates part of this site for residential development. This Neighbourhood Plan also includes an employment allocation.</b> This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRO037</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	10%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-Low
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Currently a bridleway
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. But suitable visibility and access road width may not be achieved via the current bridleway access onto the B4373 without acquiring third party land.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	23
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	Potential grassland interest. Entire area is corridor habitat and close to two core areas. The habitat might be priority habitat. Some trees in the field and boundaries appear to be mature and could support bats. Movement of hedgehogs could be disrupted by any development if poorly planned.
<i>Ecology Comments Management of Constraints:</i>	Survey grassland between May and September. Damp area in nearby Local Wildlife Site would need survey for potential as a breeding site for Great Crested Newts.

<i>Ecology Comments Opportunities:</i>	Ensure hedgehog friendly development that includes gaps in fence gravel boards, etc. Plan areas of open space that compliment the priority habitats to the west and south. See also standard list of opportunities.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	HER indicates the earthwork and below ground remains of early post-medieval coal workings (bell pits) are present across the site (HER PRN 04565), so site hold archaeological interest.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment + evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	boundary trees and copse internal to central part of site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Potential contaminated land from past land use.
<i>Public Protection Comments Management of Constraints:</i>	Remediation likely to be possible for con land.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the south-west of Broseley. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<p><b>A Neighbourhood Plan is being prepared for Broseley. The Neighbourhood Plan allocates this site for employment development.</b></p> <p><b>This Neighbourhood Plan also includes a housing allocation.</b></p> <p>The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRO039</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	21
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	Top field of site is in the Environmental Network. Species found nearby and potentially on site are Hedgehog, Dingy Skipper, Slow-worm, Common Lizard, other butterfly and moth species that have been recorded nearby at The Haycop Local Wildlife Site nearby. Some potential for the same species to occur on the boundaries and also the rough area to the north east of the site.
<i>Ecology Comments Management of Constraints:</i>	EclA required. In particular of edges of site and rough corner at the north east of the site. Boundary trees and hedgerows should be retained where possible. Survey of reptiles over summer (avoiding July and August when possible). A wide buffer to the south where the Haycop Local Wildlife Site is close by. Reduced numbers of housing as protection of Environmental Network unlikely to be fully possible in open space provision.

<i>Ecology Comments Opportunities:</i>	Ensure hedgehog friendly development that includes gaps in fence gravel boards, etc. Plan areas of open space that compliment the priority habitats to the west and south. See also standard list of opportunities.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Large site which included the site of the site of Yew Tree Mine (HER PRN 33000) and therefore has archaeological interest.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment + evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	isolated trees and hedgerows within and around site boundaries. Borders wider woodland network to north and east
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Connect to woodland to north and east
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Potential contaminated land from past land use in the area. Possible road noise issues.
<i>Public Protection Comments Management of Constraints:</i>	Remediation likely to be possible for con land. Noise can be mitigated by glazing and orientation of buildings to shelter garden areas
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the east of Broseley. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b> This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRO040</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assumes speed limit has been extended as a result of the Linney Grange development on the opposite side of the Coalport Rd. Planning a shared access point with BRO041 could be considered if both sites progress.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	21
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	Potential grassland interest including in the wide road verge on north west corner.
<i>Ecology Comments Management of Constraints:</i>	EclA required. Survey grassland between May and September. Include survey of road verge in north west corner. Significant boundary trees are present which should, with hedgerows, be retained where possible.



<i>Ecology Comments Opportunities:</i>	Seek to open up the footpath to the west and combine with open space provision. See also standard list of opportunities.
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A (NB. Condition advised for an archaeological watching brief on a 2015 application)
<i>Heritage Comments Management of Constraints:</i>	Archaeological watching brief condition on any PP
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	hedgerows and mature trees around site boundaries.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Potential contamination from off site sources. Potential road noise.
<i>Public Protection Comments Management of Constraints:</i>	Remediation available. Potential to mitigate noise by location of dwellings, orientation and room layout as well as glazing and boundary treatment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Broseley. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<p><b>A Neighbourhood Plan is being prepared for Broseley. The Neighbourhood Plan allocates this site for employment development.</b></p> <p><b>This Neighbourhood Plan also includes a housing allocation.</b></p> <p>The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRO041</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	8%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	21%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Existing speed limit on Coalport Road will need to be extended. Planning a shared access point with BRO040 could be considered if both sites progress.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	20
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	The area is bisected by Environmental Network that follows the hedge and watercourse across the site. This water course flows into Corbett's Dingle Local Wildlife Site and Ancient Woodland which clearly has implications for drainage. Culverting of watercourses is rarely approved as part of Open Water Consents that would likely be required for this site. Mature in-field and boundary trees are present. The grassland at this site may be of interest.
<i>Ecology Comments Management of Constraints:</i>	EclA required. Survey grassland between May and September. Significant boundary trees are present which should, with hedgerows, be retained where possible. Water course should be built into any design as an open water feature and incorporated into SUDS.

<i>Ecology Comments Opportunities:</i>	In addition to the standard list of opportunities the water course could be enhanced with good design that doesn't rely on culverting. The Environmental Network should be enhanced.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Medium sized site, so may have some archaeological potential
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment +?evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	hedgerows and mature trees around site boundaries and within site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Seek to retain internal tree and hedgerow within open space within site
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Potential contamination from off site sources. Potential road noise.
<i>Public Protection Comments Management of Constraints:</i>	Remediation available. Potential to mitigate noise by location of dwellings, orientation and room layout as well as glazing and boundary treatment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Broseley. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b> This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BRO043</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	10%
<i>All or part of the site within a Source Protection Zone:</i>	NO
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Existing speed limit on Coalport Road will need to be extended.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	20
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	<p>The eastern boundary that follows the hedgerow and watercourse forms an Env. Network corridor. This watercourse flows into Corbetts Dingle Local Wildlife Site and Ancient Woodland, which has implications for drainage. Culverting of watercourses is rarely approved as part of Open Water Consents that would likely be required for this site.</p> <p>Potential grassland interest including in the wide road verge on north west corner. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds.</p> <p>Hedgerows, trees and watercourse will need to be buffered.</p>
<i>Ecology Comments Management of Constraints:</i>	<p>Water course should be built into any design as an open water feature and incorporated into SUDS. Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.</p>

<i>Ecology Comments Opportunities:</i>	Seek to open up the footpath to the west and combine with open space provision. The watercourse could be enhanced with good design that doesn't rely on culverting.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Medium sized site, so may have some archaeological potential. Condition advised for an archaeological watching brief on a 2015 application on part of the site.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment +?evaluation). Archaeological watching brief condition on any PP.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	individual TPO trees around boundary and within site
<i>Tree Comments Other Constraints:</i>	hedgerows and mature trees on site boundaries
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Seek to retain internal trees within open space within site
<i>Tree Comments Opportunities:</i>	enhance tree cover within site, to deliver net gain for biodiversity.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Site is in area of known coal mining and contaminated land vicinity. Site investigation would be required.
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Broseley. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b> This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>JKD002</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Not Assessed
<i>Visual Impact Considerations: (from the LVSS)</i>	Not Assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	19
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	All the woodland to the south west is listed as under a TPO. Reptile, badger, bats, nesting birds and even Dormice could be present. The small woodlands may also be of interest. While not listed on our maps the woodland is clearly either corridor or perhaps core habitat in the Environmental Network. The maps will be adjusted accordingly. A reduced number of houses may be required to allow for the network / core habitat and TPO.
<i>Ecology Comments Management of Constraints:</i>	EclA required. The woodland should be surveyed in Spring or early summer to ensure spring flowers are picked up. Reptile survey mats should be installed early in the year or late the previous year to allow reptiles to become used to them. A buffer should be included to the woodland.

<i>Ecology Comments Opportunities:</i>	In addition to the standard list of opportunities the woodland could be enhanced. The Environmental Network should be enhanced and woodland edge habitat promoted. If reptiles are found then ground features that can be used for hibernation and basking should be incorporated into the open space.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site located within Ironbridge Gorge World Heritage Site and Severn Gorge Conservation Area. Site formed part of the Rock Tile Works (HER PRN 07242) and also contains mine workings (HER PRN 07283) , so holds archaeological interest.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment + evaluation; impact on Outstanding Universal Value of WHS and character and appearance of CA). High quality design for residential or employment development necessary to minimise any impacts on the setting of the CA and WHS.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	Belt of TPO woodland occupies north-west to south-east side of site.
<i>Tree Comments Other Constraints:</i>	trees to north-east site boundary.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees. Development stand-off from protected woodland.
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Potential contamination from historic land use on and in the vicinity of the site. Possible noise impact from industrial estate to the east.
<i>Public Protection Comments Management of Constraints:</i>	Remediation likely to be possible for contaminated land. Potential to mitigate noise by location of dwellings, orientation and room layout as well as glazing and boundary treatment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Relationship to the Black Country</b>	The site is located to the north-east of Broseley at Jackfield. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<p><b>A Neighbourhood Plan is being prepared for Broseley. The Neighbourhood Plan allocates this site for employment development.</b></p> <p><b>This Neighbourhood Plan also includes a housing allocation.</b></p> <p>The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>JKD003</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Very High
<i>Visual Impact Considerations: (from the LVSS)</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	19
<i>Ecology Comments Significant Constraints:</i>	none
<i>Ecology Comments Other Constraints:</i>	Site is nearly surrounded by woodland, some of which is within the site. To the east and south this woodland is also within the Ecological Network and is listed as priority habitat. Bats, badgers, nesting birds and Dormice could be present. Other areas of the site may also support reptiles
<i>Ecology Comments Management of Constraints:</i>	EciA required. The woodland should be surveyed in Spring or early summer to ensure spring flowers are picked up. Reptile survey mats should be installed early in the year or late the previous year to allow reptiles to become used to them. A buffer should be included to the woodland.

<i>Ecology Comments Opportunities:</i>	In addition to the standard list of opportunities the woodland could be enhanced. The Environmental Network should be enhanced and woodland edge habitat promoted. If reptiles are found then ground features that can be used for hibernation and basking should be incorporated into the open space.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site located within Ironbridge Gorge World Heritage Site and Severn Gorge Conservation Area. Site formed part of the Rock Tile Works (HER PRN 07242) and also contains mine workings (HER PRN 07283), so holds archaeological interest. ?some of the present buildings on site may be historic industrial buildings.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment + evaluation; ?Level 2 historic building recording; impact on Outstanding Universal Value of WHS and character and appearance of CA). High quality design for residential or employment development necessary to minimise any impacts on the setting of the CA and WHS.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	site surrounded by mature trees - part of ironbridge gorge woodland network
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings around periphery of site, in order to create sustainable juxtaposition of houses and trees.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover within site, in association with future development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Contaminated land due to past and existing land uses. Potential noise from industrial site to the east.
<i>Public Protection Comments Management of Constraints:</i>	Remediation likely to be possible for contaminated land. Potential to mitigate noise by location of dwellings, orientation and room layout as well as glazing and boundary treatment. Significant noise mitigation measures likely which may slightly reduce the number of properties possible on site.
<i>Public Protection Comments Opportunities:</i>	Potential to remove potential noise sources for nearby residential properties if this site was developed for residential.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north-east of Broseley at Jackfield. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<p><b>A Neighbourhood Plan is being prepared for Broseley. The Neighbourhood Plan allocates this site for employment development.</b></p> <p><b>This Neighbourhood Plan also includes a housing allocation.</b></p> <p>The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>JKD004</b>
Coal Authority Reference Area?	No
Mineral Safeguarding Area?	No
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	No
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	1%
Percentage of the site in the 1,000 year surface flood risk zone:	9%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Landscape Considerations: (from the LVSS)	Very High
Visual Impact Considerations: (from the LVSS)	High
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	B4373
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	<b>20</b>
Ecology Comments Significant Constraints:	If priority habitats are present then the site should not be developed. If priority habitats not present, boundary vegetation should be retained, enhanced and buffered, reducing developable area.
Ecology Comments Other Constraints:	The site forms an Env. Network corridor. The site may contain priority habitat - botanical survey required. If priority habitats are present then the site should not be developed. Requires botanical survey, Ecla and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds.
Ecology Comments Management of Constraints:	If priority habitat, site should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.

<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat. See accompanying document
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site located adjacent to the boundary, and within the setting, of the Ironbridge Gorge World Heritage Site and Severn Gorge Conservation Area. Historic editions of the OS map indicates that at least one mine shaft is present on the site.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on Outstanding Universal Value of WHS and character and appearance of CA; archaeological Desk Based Assessment + ?evaluation). High quality design for development necessary to minimise any impacts on the setting of the CA and WHS.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	abuts conservation area to the east.
<i>Tree Comments Other Constraints:</i>	open rough grassland site with scrubby trees and shrubs mostly around the perimeter. Adjoins extensive deciduous woodland to the south and east
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to extend woodland cover and create 15m buffer with the woodland to the south and east
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible contaminated land due to past land use. Possible noise from road to west. Possible stability issues however this steps outside of my remit.
<i>Public Protection Comments Management of Constraints:</i>	Con land remediation likely to be available. Mitigate noise by location (separation distances to the road) of dwellings, orientation and room layout as well as glazing and boundary treatment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north-east of Broseley at Jackfield. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.



<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<p><b>A Neighbourhood Plan is being prepared for Broseley. The Neighbourhood Plan allocates this site for employment development.</b></p> <p><b>This Neighbourhood Plan also includes a housing allocation.</b></p> <p>The scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>JKD004VAR</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	100%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	0%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	6%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	17%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	20%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Very High
<i>Visual Impact Considerations: (from the LVSS)</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	B4373
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Development accessed off B4373 Ironbridge Road, likely to be able to accommodate development, subject to achieving satisfactory access and potential improvements to ironbridge road.
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	y
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	No
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Yes - necessary improvements should be achievable
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	20
<i>Ecology Comments Significant Constraints:</i>	SC Ecology unlikely to support development on this site. The site forms an Environmental Network corridor, due to the presence of woodland and brook. CS17 Environmental Networks applies. Reduced numbers of housing would be required as protection of Environmental Network unlikely to be fully possible in open space provision.
<i>Ecology Comments Other Constraints:</i>	EclA and botanical survey required and surveys for badgers, bats, GCNs, water voles, otters, white-clawed crayfish, nesting birds and reptiles
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancements. Protect, enhance and restore Env. Network in accordance with CS17and MD12

<i>Ecology Comments Opportunities:</i>	Not recommended for inclusion in allocated sites
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site located within/adjoins Ironbridge Gorge World Heritage Site and Severn Gorge Conservation Area. Site contains mine workings (HER PRN 07283), so holds archaeological interest.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment + evaluation; impact on Outstanding Universal Value of WHS and character and appearance of CA). High quality design for residential or employment development necessary to minimise any impacts on the setting of the CA and WHS.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	site within/adjoins ironbridge / jackfield conservation area and world heritage site and is a natural extension of and buffer to it in terms of habitat and landscape.
<i>Tree Comments Other Constraints:</i>	extensive scrub and mature woodland covering north, east and south of site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arboricultural Impact Assessment, Tree Protection Plan & Arboricultural Method Statement
<i>Tree Comments Opportunities:</i>	To protect and extend woodland cover and integrate the development into the broader landscape through the sustainable use of existing landscape features. Plan for suitable development stand-off from woodland and links to new planting within the site.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Known noise source to east and north. Contaminated land and mining.
<i>Public Protection Comments Management of Constraints:</i>	Parts of the site may be unsuitable due to proximity to industrial noise sources.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north-east of Broseley at Jackfield. Broseley is located in eastern Shropshire, an area with a functional relationship to the Black Country. Broseley is some distance from a strategic corridor to the Black Country and linked to these corridors primarily by B-roads. The nearest railway stations to Broseley are at Telford and Shifnal. Both would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads. This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.

<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Potential for Allocation?</b>	A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.
<b>Recommendation</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b>
<b>Reasoning</b>	<b>A Neighbourhood Plan has been prepared for Broseley and was adopted as part of the Development Plan for Shropshire in December 2022. This Neighbourhood Plan includes housing and employment allocations.</b> This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Broseley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.
<b>Further Main Modifications Required:</b>	No
<b>If proposed for Allocation, Potential Capacity:</b>	N/A
<b>If proposed for Allocation Design Requirements:</b>	N/A

# Shropshire Local Plan

## Additional Sustainability Appraisal Report: Appendix 6

Updated Stage 3 Site Assessment:  
Highley Key Centre



<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>HNN006</b>
Coal Authority Reference Area?	Yes
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	2%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Landscape Considerations: (from the LVSS)	Medium-Low
Visual Impact Considerations: (from the LVSS)	Medium
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	Assumes access via Jubilee Drive. Netherton Lane also possible but no pedestrian provision and limited potential for improvement.
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	N
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	Given the scale of the site it is unlikely that an access via Jubilee Drive would have sufficient capacity to serve the development. Netherton Lane is very rural in character has no pedestrian provision and limited potential for improvement. Therefore subject to an assessment of Netherton Lane and implementation of any necessary improvements to the north of the site.
Highway Comments - Could the Development Occur Without Off-Site Works?	N
Highway Comments - Are Envisaged Off-Site Works Achievable?	See above
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	19
Ecology Comments Significant Constraints:	
Ecology Comments Other Constraints:	May require botanical survey. Requires EclA and surveys for GCNs (ponds within 500m), bats, dormice, badgers, reptiles and nesting birds.
Ecology Comments Management of Constraints:	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
Ecology Comments Opportunities:	Use open space provision to provide biodiversity enhancements. Link open space to existing hedgerow systems and Env Network on boundaries.

<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site lies adjacent to and within the setting of the Highley Conservation Area. Possible effects on the settings of Grade II* St Mary's Church (NHLE ref. 1188722), together with GII Church House (NHLE ref. 1188730). Site would largely remove the spatial separation between the historic settlements of Highley and Netherton. No known archaeological interest but large size of site suggests it may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (Setting of LBs and CA; archaeological DBA + field evaluation [geophysical survey + trial trenching]).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Mature trees and hedgerows around and within site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Utilise strategic approach to landscape design as part of concept and masterplanning of the scheme
<i>Tree Comments Opportunities:</i>	retain and enhance tree cover within site, as appropriate to deliver net gain for biodiversity. New native woodland creation, as part of a planned network of natural habitats / accessible open space distributed throughout the site.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	A Phase I Desk Study should be undertaken and submitted to support any application on the site. This should identify any potential contamination issues from historical map information and other sources. Highley is a past mining village and it is not unknown for there to be undocumented contamination in such sites.
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the south-west of Highley. Highley is located in south-east Shropshire, an area with a functional relationship to the Black Country. Highley is linked to other settlements solely by B-roads with the nearest notable settlement being Bridgnorth around 4.3 miles to the north. From here, the A458 corridor provides links to the Black Country. The nearest railway station to Highley is in Kidderminster. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.

<b>Strategic Considerations:</b>	<p>A very large site located to the west of Highley, the site adjoins the built form of the settlement to the north, but is separated in part to the east by another agricultural field.</p> <p>The site could either be accessed via Jubilee Drive (subject to land ownership) or via Netherton Lane. Given the scale of the site it is unlikely that an access via Jubilee Drive would have sufficient capacity to serve the development.</p> <p>Netherton Lane is very rural in character has no pedestrian provision and limited potential for improvement. Any access via Netherton Lane would be subject to an appropriate assessment of its capacity an implementation of any necessary improvements to the north of the site. Given the length and character of the lane north of the site, such improvements would likely involve third party land.</p> <p>Site lies adjacent to and within the setting of the Highley Conservation Area. Possible effects on the settings of Grade II* St Mary's Church and GII Church House.</p> <p>Site would largely remove the spatial separation between the historic settlements of Highley and Netherton. Site may have archaeological interest.</p> <p>The site contains hedgerows and mature trees.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>Site investigation will be required due to historic coal mining/quarrying activities - stability and contamination.</p> <p>The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Remain as open countryside.</p>



<p><b>Reasoning</b></p>	<p>The site is very large and forms much of the gap between the settlements of Highley and Netherton. The site lies adjacent to and within the setting of the Highley Conservation Area. Possible effects on the settings of Grade II* St Mary's Church and GII Church House.</p> <p>Given the scale of the site it is unlikely that an access via Jubilee Drive would have sufficient capacity to serve the development.</p> <p>Netherton Lane is very rural in character has no pedestrian provision and limited potential for improvement. Any access via Netherton Lane would be subject to an appropriate assessment of its capacity an implementation of any necessary improvements to the north of the site. Given the length and character of the lane north of the site, such improvements would likely involve third party land.</p> <p>There is a preferable site available within the settlement. This site is considered to have strong relationship to the built form of the settlement; benefit from well defined site boundaries; and offer the opportunity to meet the needs of the community.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>HNN010</b>
Coal Authority Reference Area?	Yes
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	0%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Landscape Considerations: (from the LVSS)	Medium-Low
Visual Impact Considerations: (from the LVSS)	Medium
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	via 79 Redstone Drive
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	23
Ecology Comments Significant Constraints:	None
Ecology Comments Other Constraints:	EclA required. Surveys for GCN ( ponds within 500m), Dormice (known records nearby), Badgers, Bats, nesting birds, vascular plants (possible species-rich semi-improved grassland needs botanical survey), reptiles.
Ecology Comments Management of Constraints:	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries.
Ecology Comments Opportunities:	Use open space provision to provide biodiversity enhancements and access to greenspace for existing housing to north and east of site. Link open space to existing hedgerow system.

<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site located on boundary, and within the setting of, the Highley Conservation Area. HER indicates that there are archaeological earthworks of a former quarry may exist on the site (HER PRN 30178), so has some archaeological interest.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological desk based assessment + impact on the CA).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	trees and hedges around boundaries and across site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	use 20% canopy cover policy to plant trees and woodland within site
<i>Public Protection Comments Significant Constraints:</i>	None
<i>Public Protection Comments Other Constraints:</i>	None
<i>Public Protection Comments Management of Constraints:</i>	Nothing required
<i>Public Protection Comments Opportunities:</i>	Good site
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the south-west of Highley. Highley is located in south-east Shropshire, an area with a functional relationship to the Black Country. Highley is linked to other settlements solely by B-roads with the nearest notable settlement being Bridgnorth around 4.3 miles to the north. From here, the A458 corridor provides links to the Black Country. The nearest railway station to Highley is in Kidderminster. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>The site is closely associated with the built form of Highley. Indeed there is built form to the north, east and south.</p> <p>Whilst it is considered that an access can be achieved (subject to any necessary land ownership agreements regarding the proposed access via 79 Redstone Drive), that traffic associated with the development can be supported at the access point and no off-site works are required. It is understood that there is concern locally about the capacity/constraints of Redstone Drive and the amenity impact resulting from additional usage on Redstone Drive.</p> <p>It is not considered that an access from Witley Gardens to the south of the site is achievable without third party land and this road significantly narrows before it reaches the site and approved development in the southern element of HNN010 would also restrict access. It is also not considered that the access point for this approved development could not serve development of the site.</p> <p>It is understood that the site performs a valuable local recreational use, as it is crossed by a number of paths.</p> <p>The site forms a green link into the built form of the settlement.</p> <p>The site is on the boundary and within the setting of the Highley Conservation Area and may have archaeological interest.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>Site investigation will be required due to historic coal mining/quarrying activities - stability and contamination.</p> <p>The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Link open space provision to the existing hedgerow system.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Remain as open countryside.</p>

<p><b>Reasoning</b></p>	<p>There is a preferable site available within the settlement. This site is considered to have strong relationship to the built form of the settlement; benefit from well defined site boundaries; and offer the opportunity to meet the needs of the community.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>HNN010VARb</b>
Coal Authority Reference Area?	Yes
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	0%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Landscape Considerations: (from the LVSS)	Medium-Low
Visual Impact Considerations: (from the LVSS)	Medium
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	via 79 Redstone Drive
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	23
Ecology Comments Significant Constraints:	None
Ecology Comments Other Constraints:	Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds. Hedgerows and trees will need to be buffered.
Ecology Comments Management of Constraints:	Protected and priority species and habitats mitigation and enhancement. Retain and enhance hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
Ecology Comments Opportunities:	

<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site located on boundary, and within the setting of, the Highley Conservation Area. HER indicates that there are archaeological earthworks of a former quarry may exist on the site (HER PRN 30178), so has some archaeological interest.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological desk based assessment + impact on the CA).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedgerows around site boundaries
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	enhance tree cover within site, to deliver net gain for biodiversity.
<i>Public Protection Comments Significant Constraints:</i>	None
<i>Public Protection Comments Other Constraints:</i>	None
<i>Public Protection Comments Management of Constraints:</i>	Nothing required
<i>Public Protection Comments Opportunities:</i>	Good site
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the south-west of Highley. Highley is located in south-east Shropshire, an area with a functional relationship to the Black Country. Highley is linked to other settlements solely by B-roads with the nearest notable settlement being Bridgnorth around 4.3 miles to the north. From here, the A458 corridor provides links to the Black Country. The nearest railway station to Highley is in Kidderminster. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>The site is closely associated with the built form of Highley. Indeed there is built form to the north, east and south.</p> <p>Whilst it is considered that an access can be achieved (subject to any necessary land ownership agreements regarding the proposed access via 79 Redstone Drive), that traffic associated with the development can be supported at the access point and no off-site works are required. It is understood that there is concern locally about the capacity/constraints of Redstone Drive and the amenity impact resulting from additional usage on Redstone Drive.</p> <p>It is not considered that an access from Witley Gardens to the south of the site is achievable without third party land and this road significantly narrows before it reaches the site and approved development in the southern element of HNN010 would also restrict access. It is also not considered that the access point for this approved development could not serve development of the site.</p> <p>It is understood that the site performs a valuable local recreational use, as it is crossed by a number of paths.</p> <p>The site forms a green link into the built form of the settlement.</p> <p>The site is on the boundary and within the setting of the Highley Conservation Area and may have archaeological interest.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>Site investigation will be required due to historic coal mining/quarrying activities - stability and contamination.</p> <p>The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Link open space provision to the existing hedgerow system. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Remain as open countryside.</p>



<p><b>Reasoning</b></p>	<p>There is a preferable site available within the settlement. This site is considered to have strong relationship to the built form of the settlement; benefit from well defined site boundaries; and offer the opportunity to meet the needs of the community.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>HNN013</b>
Coal Authority Reference Area?	Yes
Mineral Safeguarding Area?	No
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	4%
Percentage of the site in the 1,000 year surface flood risk zone:	19%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Landscape Considerations: (from the LVSS)	Medium-High
Visual Impact Considerations: (from the LVSS)	High
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	19
Ecology Comments Significant Constraints:	None
Ecology Comments Other Constraints:	EclA required. Surveys for GCN ( ponds within 500m), Dormice (known records nearby), Badgers, Bats, nesting birds, vascular plants (possible species-rich semi-improved grassland needs botanical survey), reptiles. Seems to have been left to re-vegetate for some time and included in corridor of Environmental Network.
Ecology Comments Management of Constraints:	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Reduced area of land available due to need to retain Environmental Network function. Area dependant on results of EclA.
Ecology Comments Opportunities:	Use open space provision and reduced number of dwellings to provide biodiversity enhancements and access to semi-natural greenspace for existing housing to east of site. Link open space to existing hedgerow system/ Env. Network system.

<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible effects on setting of the non-designated historic buildings at Wood Hill Farm and Castle Inn
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (assessment of impact on settings of non-designated heritage assets)
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	trees and hedges around boundaries.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to plant trees adjacent existing hedgerows and within site
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Pub to the east of the site which may create noise at times.
<i>Public Protection Comments Management of Constraints:</i>	Possible orientation, positioning and standoff to the pub if it has the potential to create noise.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north-west of Highley. Highley is located in south-east Shropshire, an area with a functional relationship to the Black Country. Highley is linked to other settlements solely by B-roads with the nearest notable settlement being Bridgnorth around 4.3 miles to the north. From here, the A458 corridor provides links to the Black Country. The nearest railway station to Highley is in Kidderminster. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>The site is located adjacent to the built form of Highley.</p> <p>Whilst it is considered that an access can be achieved, that traffic associated with the development can be supported at the access point and no off-site works are required, it is understood that there is local concern about the impact of development of this site on the slip road off Woodhill Road.</p> <p>The site is more distant from services and facilities than other promoted sites.</p> <p>The site is located within a landscape sensitivity parcel which is considered to have medium-high landscape sensitivity and high visual sensitivity.</p> <p>The site would result in an increased level of residential development to the west of Bridgnorth Road.</p> <p>The site is located within an environmental network.</p> <p>Possibility of effects on non-designated historic assets.</p> <p>Any noise associated with adjacent pub will need to be considered.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>Site investigation will be required due to historic coal mining/quarrying activities - stability and contamination.</p> <p>The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads.</p> <p>The scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Need to maintain environmental network function.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Link open space provision to the existing hedgerow system and environmental network.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Remain as open countryside.</p>

<p><b>Reasoning</b></p>	<p>The site is located within a landscape sensitivity parcel which is considered to have medium-high landscape sensitivity and high visual sensitivity.</p> <p>The site would result in an increased level of residential development to the west of Bridgnorth Road.</p> <p>There is a preferable site available within the settlement. This site is considered to have strong relationship to the built form of the settlement; benefit from well defined site boundaries; and offer the opportunity to meet the needs of the community.</p> <p>The scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>HNN014</b>
Coal Authority Reference Area?	Yes
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	1%
Percentage of the site in the 100 year surface flood risk zone:	3%
Percentage of the site in the 1,000 year surface flood risk zone:	5%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Landscape Considerations: (from the LVSS)	Medium
Visual Impact Considerations: (from the LVSS)	Medium
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	22
Ecology Comments Significant Constraints:	None
Ecology Comments Other Constraints:	EclA required. Surveys for GCN ( ponds within 500m), Dormice (known records nearby), Badgers, Bats, nesting birds, reptiles.
Ecology Comments Management of Constraints:	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries and within site .
Ecology Comments Opportunities:	Use open space provision to provide biodiversity enhancements and access to greenspace for existing housing to west and south of site. Link open space to existing hedgerow system.

<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	trees and hedges around boundaries but not within site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	enhance tree cover through landscape planting within the site
<i>Public Protection Comments Significant Constraints:</i>	None
<i>Public Protection Comments Other Constraints:</i>	None
<i>Public Protection Comments Management of Constraints:</i>	Nothing required
<i>Public Protection Comments Opportunities:</i>	Good site
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the east of Highley. Highley is located in south-east Shropshire, an area with a functional relationship to the Black Country. Highley is linked to other settlements solely by B-roads with the nearest notable settlement being Bridgnorth around 4.3 miles to the north. From here, the A458 corridor provides links to the Black Country. The nearest railway station to Highley is in Kidderminster. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>Site benefits from Planning Permission for Affordable Housing.  The site is adjacent to the built form of the settlement and is well contained.  The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.  Site investigation will be required due to historic coal mining/quarrying activities - stability and contamination.  The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads.  The scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Link open space provision to the existing hedgerow system.  Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Site benefits from Planning Permission for Affordable Housing.</p>



<p><b>Reasoning</b></p>	<p>Site benefits from Planning Permission for Affordable Housing. Development of this site is near completion.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>HNN015</b>
Coal Authority Reference Area?	Yes
Mineral Safeguarding Area?	No
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	4%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Landscape Considerations: (from the LVSS)	Medium-High
Visual Impact Considerations: (from the LVSS)	High
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	19
Ecology Comments Significant Constraints:	None
Ecology Comments Other Constraints:	EclA required. Surveys for GCN ( ponds within 500m), Dormice (known records nearby), Badgers, Bats, nesting birds, vascular plants (possible species-rich semi-improved grassland needs botanical survey), reptiles. Included in corridor of Environmental Network more as a potential link between two better areas of habitat.
Ecology Comments Management of Constraints:	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Reduced area of land available due to need to retain Environmental Network function, however, this can form part of open space provision along western and southern boundaries.. Area dependant on results of EclA.
Ecology Comments Opportunities:	Use open space provision and reduced number of dwellings to provide biodiversity enhancements and access to semi-natural greenspace for existing housing to east of site. Link open space to existing hedgerow system/ Env. Network system.

<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible effects on setting of the non-designated historic buildings at Wood Hill Farm to the W, Castle Inn to the S, and former Methodist chapel at the N end of the site
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (assessment of impact on settings of non-designated heritage assets)
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	trees and hedges around boundaries but not within site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to plant trees adjacent existing hedgerows
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Site runs along a road on the eastern façade
<i>Public Protection Comments Management of Constraints:</i>	Stand off distances, orientation of dwellings, location of dwellings and gardens on site and glazing specification.
<i>Public Protection Comments Opportunities:</i>	Good site
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north-west of Highley. Highley is located in south-east Shropshire, an area with a functional relationship to the Black Country. Highley is linked to other settlements solely by B-roads with the nearest notable settlement being Bridgnorth around 4.3 miles to the north. From here, the A458 corridor provides links to the Black Country. The nearest railway station to Highley is in Kidderminster. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>The site is located adjacent to the built form of Highley.  The site is more distant from services and facilities than other promoted sites.  The site is located within a landscape sensitivity parcel which is considered to have medium-high landscape sensitivity and high visual sensitivity.  The site would result in an increased level of residential development to the west of Bridgnorth Road.  The site is located within the corridor of an environmental network.  Possibility of effects on non-designated historic assets.  Any noise associated with the adjacent road will need to be considered.  The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.  Site investigation will be required due to historic coal mining/quarrying activities - stability and contamination.  The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads.  The scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Need to maintain environmental network function.  Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Link open space provision to the existing hedgerow system and environmental network.  Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Remain as open countryside.</p>

<p><b>Reasoning</b></p>	<p>The site is located within a landscape sensitivity parcel which is considered to have medium-high landscape sensitivity and high visual sensitivity.</p> <p>The site would result in an increased level of residential development to the west of Bridgnorth Road.</p> <p>There is a preferable site available within the settlement. This site is considered to have strong relationship to the built form of the settlement; benefit from well defined site boundaries; and offer the opportunity to meet the needs of the community.</p> <p>The scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>HNN016</b>
Coal Authority Reference Area?	Yes
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	1%
Percentage of the site in the 1,000 year surface flood risk zone:	3%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Landscape Considerations: (from the LVSS)	Medium
Visual Impact Considerations: (from the LVSS)	Medium
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	Assumes access adjacent to Telephone Exchange
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	21
Ecology Comments Significant Constraints:	None
Ecology Comments Other Constraints:	EclA required. Surveys for GCN ( ponds within 500m), Dormice (known records nearby), Badgers, Bats, nesting birds, reptiles. Included in corridor of Environmental Network more as a potential link between two better areas of habitat.
Ecology Comments Management of Constraints:	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries and within site Open space to link to hedges and woodland triangle to north.
Ecology Comments Opportunities:	Use open space provision to provide biodiversity enhancements and access to greenspace for existing housing to west and south of site. Link open space to existing hedgerow system.

<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site potentially within the setting Grade II farm house Hazelwells (NHLE ref. 1053866.) No known archaeological interest but site is of a large size, so may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological Desk Based Assessment + evaluation & settings assessment)
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	hedgerow and two trees to southern boundary and mature TPO'd trees on opposite side of road to the south.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	enhance tree cover through landscape planting to northern side of site
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Active farm to the north east. Due to stand off distance do not anticipate any issues.
<i>Public Protection Comments Management of Constraints:</i>	None required
<i>Public Protection Comments Opportunities:</i>	Good site
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the east of Highley. Highley is located in south-east Shropshire, an area with a functional relationship to the Black Country. Highley is linked to other settlements solely by B-roads with the nearest notable settlement being Bridgnorth around 4.3 miles to the north. From here, the A458 corridor provides links to the Black Country. The nearest railway station to Highley is in Kidderminster. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>The site is adjacent to the built form of the settlement, with development to the sites west and south (including a site with Planning Permission for affordable housing).  It is a relatively large site.  A small part of the site is within an environmental network.  The site may be within the setting of a listed building.  The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.  Site investigation will be required due to historic coal mining/quarrying activities - stability and contamination.  The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads.  This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Link open space provision to the existing hedgerow system.  Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>Yes</p>
<p><b>Recommendation</b></p>	<p>Proposed for allocation.</p>



<p><b>Reasoning</b></p>	<p>The site is well related to the built form of the settlement and existing allocated sites. It presents an opportunity to provide a mix of residential uses and some high quality open space. It is considered that through appropriate design and layout of development and incorporation of effective Green Infrastructure any impact on listed buildings or their settings can be minimised. Further, it is considered that the significant public benefits of meeting the housing needs of Highley and its hinterland would outweigh any harm to the significance of these listed buildings.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	<p>100</p>
<p><b>If proposed for Allocation Design Requirements:</b></p>	<p>The site should provide an appropriate residential mix, responding to local housing needs. It presents an opportunity for bungalows and an extra-care facility.</p> <p>The design and layout should respond to Highley’s character and landscape setting.</p> <p>Site design and layout will reflect and respect the site’s heritage and heritage assets within the wider area, including Grade II listed Hazelwell’s Farm House.</p> <p>Strong and significant natural site boundaries and green infrastructure corridors through the site will form an intrinsic component of this development. They will be planted with native species and be used to buffer and create appropriate settings for nearby heritage assets and built form.</p> <p>A pedestrian crossing of Bridgnorth Road should be provided at an appropriate location in proximity of the site. The public right of way through the site should be retained and enhanced.</p> <p>Open space provision should respond to local needs, 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>The site will incorporate appropriate sustainable drainage, informed by a sustainable drainage strategy. Any residual surface water flood risk will be managed by excluding development from the affected areas of the site, which will form part of the Green Infrastructure network. Flood and water management measures must not displace water elsewhere.</p>

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>HNN017</b>
Coal Authority Reference Area?	Yes
Mineral Safeguarding Area?	No
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	0%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Landscape Considerations: (from the LVSS)	Medium
Visual Impact Considerations: (from the LVSS)	Medium
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	Assumes since access points for each dwelling in a linear development.
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	21
Ecology Comments Significant Constraints:	None
Ecology Comments Other Constraints:	EclA required. Surveys for GCN ( ponds within 500m), Dormice (known records nearby), Badgers, Bats, nesting birds, reptiles.
Ecology Comments Management of Constraints:	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries.
Ecology Comments Opportunities:	Use open space provision to provide biodiversity enhancements. Link open space to existing hedgerow system.

<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	trees and hedges around boundaries and across site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	use 20% canopy cover policy to plant trees and woodland within site
<i>Public Protection Comments Significant Constraints:</i>	None
<i>Public Protection Comments Other Constraints:</i>	None
<i>Public Protection Comments Management of Constraints:</i>	Nothing required
<i>Public Protection Comments Opportunities:</i>	Good site
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north-west of Highley. Highley is located in south-east Shropshire, an area with a functional relationship to the Black Country. Highley is linked to other settlements solely by B-roads with the nearest notable settlement being Bridgnorth around 4.3 miles to the north. From here, the A458 corridor provides links to the Black Country. The nearest railway station to Highley is in Kidderminster. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>The site is more distant from services and facilities than other promoted sites.</p> <p>Whilst the site is located adjacent to the built form of the settlement, it is a linear site without an obvious north-eastern boundary.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>Site investigation will be required due to historic coal mining/quarrying activities - stability and contamination.</p> <p>The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads.</p> <p>The scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Link open space provision to the existing hedgerow system.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Remain as open countryside.</p>

<p><b>Reasoning</b></p>	<p>The site is more distant from services and facilities than other promoted sites.</p> <p>Whilst the site is located adjacent to the built form of the settlement, it is a linear site without an obvious north-eastern boundary.</p> <p>There is a preferable site available within the settlement. This site is considered to have strong relationship to the built form of the settlement; benefit from well defined site boundaries; and offer the opportunity to meet the needs of the community.</p> <p>The scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>HNN019</b>
Coal Authority Reference Area?	Yes
Mineral Safeguarding Area?	No
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	6%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Landscape Considerations: (from the LVSS)	Medium-High
Visual Impact Considerations: (from the LVSS)	High
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	20
Ecology Comments Significant Constraints:	None
Ecology Comments Other Constraints:	EclA required. Surveys for GCN ( ponds within 500m and immediately adjacent), Dormice (known records nearby), Badgers, Bats, nesting birds, reptiles. Included in corridor of Environmental Network more as a potential link between two better areas of habitat.
Ecology Comments Management of Constraints:	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Reduced area of land available due to need to retain Environmental Network function. Semi-natural corridor required to north-west and south-west boundaries to maintain Environmental Network and open space should adjoin this.
Ecology Comments Opportunities:	Provide additional habitat in Environmental Network along western boundaries. Use open space provision to provide biodiversity enhancements and access to greenspace for existing housing to east of site. Link open space to existing hedgerow system.

<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Eastern corner of site located close on the boundary, and within the setting of, the Highley Clee View Conservation Area and other non-designated historic buildings.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (assessment of impact on setting of CA)
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	trees and hedges around boundaries but not within site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	use 20% canopy cover policy to plant trees and woodland within site
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to eastern border of the site creating noise.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distances, orientation of dwellings, location of dwellings and gardens on site and glazing specification.
<i>Public Protection Comments Opportunities:</i>	Good site
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the north-west of Highley. Highley is located in south-east Shropshire, an area with a functional relationship to the Black Country. Highley is linked to other settlements solely by B-roads with the nearest notable settlement being Bridgnorth around 4.3 miles to the north. From here, the A458 corridor provides links to the Black Country. The nearest railway station to Highley is in Kidderminster. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>The site lies adjacent and is relatively well related to the built form of the settlement.  The site benefits from a good access off Woodhill Road and its boundaries are defined by substantial hedgerow field boundaries.  The site is located within a landscape sensitivity parcel which is considered to have medium-high landscape sensitivity and high visual sensitivity.  The site would result in an increased level of residential development to the west of Bridgnorth Road.  The site is located within an environmental network.  The site is adjacent to and within the setting of a conservation area and other non-designated assets.  Any noise associated with the adjacent road will need to be considered.  The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.  Site investigation will be required due to historic coal mining/quarrying activities - stability and contamination.  The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads.  This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Need to maintain environmental network function.  Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Provide access to green space for housing to the east of the site.  Formation of additional habitats within the environmental network.  Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.  Link open space provision to the existing hedgerow system.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Remain as open countryside.</p>



<p><b>Reasoning</b></p>	<p>The site is located within a landscape sensitivity parcel which is considered to have medium-high landscape sensitivity and high visual sensitivity.</p> <p>The site would result in an increased level of residential development to the west of Bridgnorth Road.</p> <p>There is a preferable site available within the settlement. This site is considered to have strong relationship to the built form of the settlement; benefit from well defined site boundaries; and offer the opportunity to meet the needs of the community.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>HNN021</b>
Coal Authority Reference Area?	Yes
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	1%
Percentage of the site in the 100 year surface flood risk zone:	3%
Percentage of the site in the 1,000 year surface flood risk zone:	13%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	7%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Landscape Considerations: (from the LVSS)	Not Assessed
Visual Impact Considerations: (from the LVSS)	Not Assessed
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	B4555
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	20
Ecology Comments Significant Constraints:	The trees and hedgerows should be retained and buffered (reducing developable area).
Ecology Comments Other Constraints:	There is a TPO'd area along the northern boundary. The trees and hedgerows should be retained and buffered (reducing developable area). Requires botanical survey, Ecla and surveys for bats, GCNs (ponds within 250m/500m), badgers, reptiles and nesting birds.
Ecology Comments Management of Constraints:	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
Ecology Comments Opportunities:	See accompanying document

<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site includes part of a former brick works (HER PRN 07035) and the site of a former colliery (HER PRN 07034).
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	belt of TPO trees to half of northern road frontage
<i>Tree Comments Other Constraints:</i>	belts of mature trees and hedgerows within and around site boundaries. Care required in location and extent of built development so as to create sustainable juxtaposition between mature trees and buildings.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Substantial ground remediation / preparation likely to be required as part of landscaping scheme.
<i>Public Protection Comments Significant Constraints:</i>	Odour from sewage works to south.
<i>Public Protection Comments Other Constraints:</i>	Noise from commercial activity to the south. Contaminated land from past land use on site.
<i>Public Protection Comments Management of Constraints:</i>	Noise and con land mitigation likely to be available.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south of Highley. Highley is located in south-east Shropshire, an area with a functional relationship to the Black Country. Highley is linked to other settlements solely by B-roads with the nearest notable settlement being Bridgnorth around 4.3 miles to the north. From here, the A458 corridor provides links to the Black Country. The nearest railway station to Highley is in Kidderminster. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>The site is located within Highley's development boundary. It is closely associated with surrounding employment uses.</p> <p>The site is more distant from services and facilities than other promoted sites.</p> <p>Potential noise and odour associated with sewage works and commercial activity to the south.</p> <p>Trees and hedgerows on the site.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>The site performs poorly within Stage 2a Settlement Sustainability Appraisal. However, it performs fair within the Stage 2a Black Country Contributions Sustainability Appraisal.</p> <p>Site investigation will be required due to historic coal mining/quarrying activities - stability and contamination.</p> <p>The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads.</p> <p>The scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>Yes</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Potential for mixed use windfall development.</p>

<p><b>Reasoning</b></p>	<p>Potential noise and odour associated with sewage works and commercial activity to the south. The mix of uses and their layout on the site would need to reflect the sites relationship with these alternative uses. Whilst the site performs poorly within Stage 2a Settlement Sustainability Appraisal, this is primarily associated with the sites access to services and facilities. The site performs fair within the Stage 2a Black Country Contribution Sustainability Appraisal.</p> <p>The site is located within Highley's development boundary. It is closely associated with surrounding employment uses. As such mixed use employment and residential development may be appropriate on the site. If the site is developed, a mix of uses, including employment would ensure that the site complements surrounding uses whilst on-site open space and enhanced links into the centre of the town could increase access to services.</p> <p>The scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>HNN023</b>
Coal Authority Reference Area?	Yes
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	0%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Landscape Considerations: (from the LVSS)	Medium-Low
Visual Impact Considerations: (from the LVSS)	Medium
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	Assumes access via Jubilee Drive. Nethernton Lane also possible but no pedestrian provision and limited potential for improvement.
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	Y
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	20
Ecology Comments Significant Constraints:	None
Ecology Comments Other Constraints:	Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), dormice (records nearby), badgers, reptiles and nesting birds. Hedgerows and trees will need to be buffered.
Ecology Comments Management of Constraints:	Protected and priority species and habitats mitigation and enhancement. Retain and enhance hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
Ecology Comments Opportunities:	

<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	No known archaeological interest but site is of a medium size, so may have some archaeological potential
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + ?field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedgerows around site boundaries
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	enhance tree cover within site, to deliver net gain for biodiversity.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the south of Highley. Highley is located in south-east Shropshire, an area with a functional relationship to the Black Country. Highley is linked to other settlements solely by B-roads with the nearest notable settlement being Bridgnorth around 4.3 miles to the north. From here, the A458 corridor provides links to the Black Country. The nearest railway station to Highley is in Kidderminster. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>A linear site located to the west of Highley. The site adjoins the built form to north and east. The site consists of part of HNN006.</p> <p>The site could either be accessed via Jubilee Drive (subject to land ownership) or via Netherton Lane. Jubilee Drive leads onto Redstone Drive. It is understood that there is concern locally about the capacity/constraints of Redstone Drive and the amenity impact resulting from additional usage on Redstone Drive.</p> <p>Netherton Lane is very rural in character has no pedestrian provision and limited potential for improvement. Any access via Netherton Lane would be subject to an appropriate assessment of its capacity and implementation of any necessary improvements to the north of the site. Given the length and character of the lane north of the site, such improvements would likely involve third party land.</p> <p>Site may have archaeological interest.</p> <p>The site contains hedgerows and mature trees.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>Site investigation will be required due to historic coal mining/quarrying activities - stability and contamination.</p> <p>The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Remain as open countryside.</p>



<p><b>Reasoning</b></p>	<p>There is a preferable site available within the settlement. This site is considered to have strong relationship to the built form of the settlement; benefit from well defined site boundaries; and offer the opportunity to meet the needs of the community.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>HNN025</b>
Coal Authority Reference Area?	Yes
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	1%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Landscape Considerations: (from the LVSS)	Medium-Low
Visual Impact Considerations: (from the LVSS)	Medium
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	Only directly onto Netherton Lane but no pedestrian provision and limited potential for improvement.
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	N
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	Y. But subject to an assessment of Netherton Lane and implementation of any necessary improvements to the north of the site.
Highway Comments - Could the Development Occur Without Off-Site Works?	Y
Highway Comments - Are Envisaged Off-Site Works Achievable?	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	16
Ecology Comments Significant Constraints:	None
Ecology Comments Other Constraints:	Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), dormice (records nearby), badgers, reptiles and nesting birds. Hedgerows and trees will need to be buffered.
Ecology Comments Management of Constraints:	Protected and priority species and habitats mitigation and enhancement. Retain and enhance hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
Ecology Comments Opportunities:	

<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	No known archaeological interest but site is of a medium size, so may have some archaeological potential
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + ?field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedgerows around and within site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	enhance tree cover within site, to deliver net gain for biodiversity.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the south-west of Highley. Highley is located in south-east Shropshire, an area with a functional relationship to the Black Country. Highley is linked to other settlements solely by B-roads with the nearest notable settlement being Bridgnorth around 4.3 miles to the north. From here, the A458 corridor provides links to the Black Country. The nearest railway station to Highley is in Kidderminster. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.

<b>Strategic Considerations:</b>	<p>A linear site located to the west of Highley. The site adjoins the built form to north and east. The site consists of part of HNN006.</p> <p>The site could either be accessed via Netherton Lane, in combination with HNN023, via Jubilee Drive (subject to land ownership) which leads onto Redstone Drive, or in combination with HNN010 (or its variation), via Redstone Drive (subject to land ownership).</p> <p>Jubilee Drive leads onto Redstone Drive. It is understood that there is concern locally about the capacity/constraints of Redstone Drive and the amenity impact resulting from additional usage on Redstone Drive.</p> <p>Netherton Lane is very rural in character has no pedestrian provision and limited potential for improvement. Any access via Netherton Lane would be subject to an appropriate assessment of its capacity and implementation of any necessary improvements to the north of the site. Given the length and character of the lane north of the site, such improvements would likely involve third party land.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>Site investigation will be required due to historic coal mining/quarrying activities - stability and contamination.</p> <p>The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Remain as open countryside.</p>

<p><b>Reasoning</b></p>	<p>It is not considered that the site is appropriate for development in isolation due to its connectivity with the town (it is separated from the built form by HNN010 (or its variation) and HNN023 respectively) and constraints to highway access.</p> <p>With regard to the site in combination with either HNN010 (or its variation) or HNN023, there is a preferable site available within the settlement. This site is considered to have strong relationship to the built form of the settlement; benefit from well defined site boundaries; and offer the opportunity to meet the needs of the community.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>HNN026</b>
Coal Authority Reference Area?	Yes
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	0%
Percentage of the site in the 100 year surface flood risk zone:	0%
Percentage of the site in the 1,000 year surface flood risk zone:	1%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	2%
All or part of the site within a Source Protection Zone:	No
Landscape Considerations: (from the LVSS)	Medium-Low
Visual Impact Considerations: (from the LVSS)	Medium
Highway Comments - Direct Access to Highway Network?	Y
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	Assumes access via Jubilee Drive. Netherton Lane also possible but no pedestrian provision and limited potential for improvement and localised widening as site does not extend along whole section of Netherton Lane.
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	N
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	Given the scale of the site it is unlikely that an access via Jubilee Drive would have sufficient capacity to serve the development. Netherton Lane is very rural in character has no pedestrian provision and limited potential for improvement. Therefore subject to an assessment of Netherton Lane and implementation of any necessary improvements to the north of the site.
Highway Comments - Could the Development Occur Without Off-Site Works?	N
Highway Comments - Are Envisaged Off-Site Works Achievable?	See above
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	19
Ecology Comments Significant Constraints:	
Ecology Comments Other Constraints:	May require botanical survey. Requires EclA and surveys for GCNs (ponds within 500m), bats, dormice, badgers, reptiles and nesting birds.
Ecology Comments Management of Constraints:	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
Ecology Comments Opportunities:	Use open space provision to provide biodiversity enhancements. Link open space to existing hedgerow systems and Env Network on boundaries.

<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site lies adjacent to and within the setting of the Highley Conservation Area. Possible effects on the settings of Grade II* St Mary's Church (NHLE ref. 1188722), together with GII Church House (NHLE ref. 1188730). Site would largely remove the spatial separation between the historic settlements of Highley and Netherton. No known archaeological interest but large size of site suggests it may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (Setting of LBs and CA; archaeological DBA + field evaluation [geophysical survey + trial trenching]).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Mature trees and hedgerows around and within site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Utilise strategic approach to landscape design as part of concept and masterplanning of the scheme
<i>Tree Comments Opportunities:</i>	retain and enhance tree cover within site, as appropriate to deliver net gain for biodiversity. New native woodland creation, as part of a planned network of natural habitats / accessible open space distributed throughout the site.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Potential noise from the adjacent pen factory. Landfill in the area and gassing issues known to occur. A Phase I Desk Study should be undertaken and submitted to support any application on the site. This should identify any potential contamination issues from historical map information and other sources. Highley is a past mining village and it is not unknown for there to be undocumented contamination in such sites.
<i>Public Protection Comments Management of Constraints:</i>	Noise assessment BS4142 and mitigation. Contaminated land assessment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the south-west of Highley. Highley is located in south-east Shropshire, an area with a functional relationship to the Black Country. Highley is linked to other settlements solely by B-roads with the nearest notable settlement being Bridgnorth around 4.3 miles to the north. From here, the A458 corridor provides links to the Black Country. The nearest railway station to Highley is in Kidderminster. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>A very large site located to the west of Highley, the site adjoins the built form of the settlement to the north, but is separated in part to the east by other agricultural fields. The site also adjoins built form to the south.</p> <p>The site could either be accessed via Jubilee Drive (subject to land ownership) or via Netherton Lane. Given the scale of the site it is unlikely that an access via Jubilee Drive would have sufficient capacity to serve the development.</p> <p>Netherton Lane is very rural in character has no pedestrian provision and limited potential for improvement. Any access via Netherton Lane would be subject to an appropriate assessment of its capacity an implementation of any necessary improvements to the north of the site. Given the length and character of the lane north and/or south-east of the site and the fact that the site does not extend along the whole section of Netherton Lane, such improvements would likely involve third party land.</p> <p>Site lies adjacent to and within the setting of the Highley Conservation Area. Possible effects on the settings of Grade II* St Mary's Church and GII Church House.</p> <p>Site would largely remove the spatial separation between the historic settlements of Highley and Netherton. Site may have archaeological interest.</p> <p>The site contains hedgerows and mature trees.</p> <p>The site contains grades 1/2/3 agricultural land. Applying the precautionary principle this is considered best and most versatile agricultural land.</p> <p>Site investigation will be required due to historic coal mining/quarrying activities - stability and contamination.</p> <p>The site is some distance from strategic corridors linking to the Black Country and links to these corridors are primarily via B-roads.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Remain as open countryside.</p>



<p><b>Reasoning</b></p>	<p>The site is very large and forms much of the gap between the settlements of Highley and Netherton. The site lies adjacent to and within the setting of the Highley Conservation Area. Possible effects on the settings of Grade II* St Mary's Church and GII Church House.</p> <p>Given the scale of the site it is unlikely that an access via Jubilee Drive would have sufficient capacity to serve the development.</p> <p>Netherton Lane is very rural in character has no pedestrian provision and limited potential for improvement. Any access via Netherton Lane would be subject to an appropriate assessment of its capacity an implementation of any necessary improvements to the north of the site. Given the length and character of the lane north and/or south-east of the site and the fact that the site does not extend along the whole section of Netherton Lane, such improvements would likely involve third party land.</p> <p>There is a preferable site available within the settlement. This site is considered to have strong relationship to the built form of the settlement; benefit from well defined site boundaries; and offer the opportunity to meet the needs of the community.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale and accessibility of Highley means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

# Shropshire Local Plan

## Additional Sustainability Appraisal Report: Appendix 7

Updated Stage 3 Site Assessment:  
Much Wenlock Key Centre



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>MUW001</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations: (from the LVSS)</i>	Not Assessed
<i>Visual Impact Considerations: (from the LVSS)</i>	Not Assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	20

<i>Ecology Comments</i> <i>Significant Constraints:</i>	None
<i>Ecology Comments</i> <i>Other Constraints:</i>	None
<i>Ecology Comments</i> <i>Management of Constraints:</i>	None
<i>Ecology Comments</i> <i>Opportunities:</i>	Landscaping with biodiversity value, especially adjacent to trees to northwest.
<i>Heritage Comments</i> <i>Significant Constraints:</i>	
<i>Heritage Comments</i> <i>Other Constraints:</i>	Site located close to the boundary, and within the setting of, the Much Wenlock Conservation Area and potentially within the setting of the Grade II listed 6 & 7 Smithfield Road (NHLE ref. 1261504) and other non-designated historic buildings. Also site of Much Wenlock's former Smithfield (HER PRN 05218)
<i>Heritage Comments</i> <i>Management of Constraints:</i>	Heritage Assessment required with application (setting assessment)
<i>Heritage Comments</i> <i>Opportunities:</i>	Good quality design could provide an enhancement over the existing commercial usage.
<i>Tree Comments</i> <i>Significant Constraints:</i>	
<i>Tree Comments</i> <i>Other Constraints:</i>	Mature trees to north-west of site
<i>Tree Comments</i> <i>Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments</i> <i>Opportunities:</i>	landscaping to enhance internal landscape of site
<i>Public Protection Comments</i> <i>Significant Constraints:</i>	
<i>Public Protection Comments</i> <i>Other Constraints:</i>	Potential for contaminated land from past land use. Possible noise impacts from the A4169 Smithfield Road.
<i>Public Protection Comments</i> <i>Management of Constraints:</i>	Remediation probable for con land. Layout and orientation likely to be able to remove noise concerns (have nearest houses set back from the Smithfield Road and fire station. Additionally glazing, ventilation and boundary treatment possible for noise if required.
<i>Public Protection Comments</i> <i>Opportunities:</i>	Reduced noise to nearby existing residential properties by removing commercial activities and providing more screening to existing rear gardens.

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located in the centre of Much Wenlock. Much Wenlock is located in east Shropshire - an area with a functional relationship to the Black Country.</p> <p>Much Wenlock is located on the A458 corridor linking to the Black Country.</p> <p>The nearest railway stations to Much Wenlock are located in Telford and Shifnal. This would likely require some other form of transport to access.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	<p>The scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.</p>
<b>Strategic Considerations:</b>	<p>Brownfield site in an accessible location within the built form of the settlement. Much Wenlock's geographical position being fairly distant from the Black Country and eastern corridor make this site an inappropriate location to accommodate the Black Country's housing need.</p> <p>Much Wenlock is located on the A458 corridor linking to the Black Country. The scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Assess impact on flood risk</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	Yes
<b>Potential for Allocation?</b>	No
<b>Recommendation</b>	Potential windfall site

<b>Reasoning</b>	<p>Accessible site within the body of the town which would lend itself well to redevelopment.</p> <p>The scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications Required:</b>	<p>No</p>
<b>If proposed for Allocation, Potential Capacity:</b>	<p>n/a</p>
<b>If proposed for Allocation Design Requirements:</b>	<p>n/a</p>

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>MUW003</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations: (from the LVSS)</i>	Medium-High
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	N. If MUW003 is developed as a standalone site (i.e. not part of MUW008) then it would not have access to Sytche Lane and would have to access the highway network via Bridge Road. A further 40 houses using the narrow bridge on bridge street would not be acceptable and the site is unlikely to be able to achieve the removal of the bridge, assuming this would be acceptable to the community.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	18

Ecology Comments Significant Constraints:	
Ecology Comments Other Constraints:	
Ecology Comments Management of Constraints:	
Ecology Comments Opportunities:	
Heritage Comments Significant Constraints:	N/A
Heritage Comments Other Constraints:	N/A
Heritage Comments Management of Constraints:	
Heritage Comments Opportunities:	
Tree Comments Significant Constraints:	
Tree Comments Other Constraints:	Field boundary trees and hedges around and across site. Large block of woodland adjoining most of north-west boundary
Tree Comments Management of Constraints:	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
Tree Comments Opportunities:	Use 20% canopy cover policy to extend woodland cover and create 15m buffer with the woodland to the north-west.
Public Protection Comments Significant Constraints:	
Public Protection Comments Other Constraints:	
Public Protection Comments Management of Constraints:	
Public Protection Comments Opportunities:	



<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the north-west of Much Wenlock. Much Wenlock is located in east Shropshire - an area with a functional relationship to the Black Country. Much Wenlock is located on the A458 corridor linking to the Black Country. The nearest railway stations to Much Wenlock are located in Telford and Shifnal. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	The site is well related to the built form of the settlement, but occupies a visually prominent site with steep topography which has significant implications for surface water flood risk in the town. Not in accordance with current policy in the Much Wenlock Neighbourhood Plan. Much Wenlock is located on the A458 corridor linking to the Black Country. The scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Assess impact on flood risk Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	No
<b>Potential for Allocation?</b>	No
<b>Recommendation</b>	Countryside

<p><b>Reasoning</b></p>	<p>Visual prominence.  Steep topography has significant adverse implications for surface water flood risk management.  The scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.  Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.  The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	<p>n/a</p>
<p><b>If proposed for Allocation Design Requirements:</b></p>	<p>n/a</p>

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>MUW008</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	2%
<i>Percentage of the site within 20m of a detailed river network:</i>	4%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations: (from the LVSS)</i>	Medium-High
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y Sytche Lane west of Sytche Close is narrow and would need to be widened with pedestrian footway added.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Cumulative impact of MUW008 & 009 (486 houses) on Sytche Lane / The A4169 (The Crescent) junction needs to be examined.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17

<i>Ecology Comments</i> <i>Significant Constraints:</i>	None
<i>Ecology Comments</i> <i>Other Constraints:</i>	EclA required. Surveys for GCN (in ponds adjacent ), Dormice (known records nearby), Badgers, Bats, nesting birds, reptiles. Adjacent to Environmental Network to north and west and within buffer zone. Buffers would be needed to the woodland to west. .
<i>Ecology Comments</i> <i>Management of Constraints:</i>	Retain mature trees and hedges in landscaping as part of corridor, any open space to be adjacent to and enhance Env. Network. (i.e. position against woodland edge and hedgerows.
<i>Ecology Comments</i> <i>Opportunities:</i>	Improve links between tree blocks by enhancing hedgerow on western boundary. Provide access to new open space for existing housing.
<i>Heritage Comments</i> <i>Significant Constraints:</i>	
<i>Heritage Comments</i> <i>Other Constraints:</i>	NE end of site located immediately adjacent to, and within the setting, of the Much Wenlock Conservation Area. No known archaeological interest but site is of a large size, so may have some archaeological potential
<i>Heritage Comments</i> <i>Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation + impact on setting of CA).
<i>Heritage Comments</i> <i>Opportunities:</i>	
<i>Tree Comments</i> <i>Significant Constraints:</i>	
<i>Tree Comments</i> <i>Other Constraints:</i>	Field boundary trees and hedges around and across site. Large block of woodland adjoining part of south-west boundary and part of north boundary
<i>Tree Comments</i> <i>Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments</i> <i>Opportunities:</i>	Use 20% canopy cover policy to extend woodland cover and create 15m buffer with the woodland to the north and south-west.
<i>Public Protection Comments</i> <i>Significant Constraints:</i>	Allotments covered by the proposed area. Allotments provide communal spaces where social networks are formed while encouraging exercise and fresh air for those using them as well as sustainably produced food. Losing any existing allotments is considered to have potentially devastating impacts on individuals.
<i>Public Protection Comments</i> <i>Other Constraints:</i>	
<i>Public Protection Comments</i> <i>Management of Constraints:</i>	
<i>Public Protection Comments</i> <i>Opportunities:</i>	

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the north-west of Much Wenlock. Much Wenlock is located in east Shropshire - an area with a functional relationship to the Black Country. Much Wenlock is located on the A458 corridor linking to the Black Country. The nearest railway stations to Much Wenlock are located in Telford and Shifnal. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	The site is well related to the built form of the settlement, but occupies a visually prominent site with steep topography which has significant implications for surface water flood risk in the town. Not in accordance with current policy in the Much Wenlock Neighbourhood Plan. Much Wenlock is located on the A458 corridor linking to the Black Country. This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Assess impact on flood risk Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	No
<b>Potential for Allocation?</b>	No
<b>Recommendation</b>	Countryside

<p><b>Reasoning</b></p>	<p>Visual prominence.  Steep topography has significant adverse implications for surface water flood risk management.  This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.  The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	<p>n/a</p>
<p><b>If proposed for Allocation Design Requirements:</b></p>	<p>n/a</p>

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>MUW010</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	9%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Medium-High and Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-High and Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y Outside 30mph limit but this can be extended but will need traffic calming / gateway feature. Needs to be joint access with MUW013.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Cumulative impact of MUW010, 011, 013 & 014 (198 houses) on A458 / B4371 junction needs to be examined.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	14

<i>Ecology Comments</i> <i>Significant Constraints:</i>	Adjacent to new flood alleviation scheme. GCN and Dormouse mitigation likely to be required. Mitigation likely to reduce number of dwellings possible.
<i>Ecology Comments</i> <i>Other Constraints:</i>	EclA required. Surveys for GCN (in ponds adjacent ), Dormice (known records nearby), Badgers (known), Bats, nesting birds, vascular plants, reptiles. Partly within Env. Network (disused railway - need to retain green route through development (check with Outdoor Rec.) Retain mature trees and hedges in landscaping as part of corridor.
<i>Ecology Comments</i> <i>Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows on boundaries. Retain mature trees in field. Enhance and restore Env. Network to south-west and south-east in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments</i> <i>Opportunities:</i>	Promote disused railway as access route. Suggest green/brown roofs and reduce surface water run-off. (Flood alleviation scheme adjacent). Avoid topsoil on open space where possible (promote calcareous grassland).
<i>Heritage Comments</i> <i>Significant Constraints:</i>	
<i>Heritage Comments</i> <i>Other Constraints:</i>	Site has potential to affect the setting of the non-designated small country house and associated farmstead (HER PRN 23069) and lodge of The Grange. Site is detached from built edge of the town so development (especially employment uses) likely to be incongruous with the semi-rural character of the immediate surroundings. Lidar data held by the HER suggests it contains some archaeological some archaeological earthworks and therefore has some potential
<i>Heritage Comments</i> <i>Management of Constraints:</i>	Heritage Assessment required with application (archaeological desk based assessment and ?evaluation + setting assessment)
<i>Heritage Comments</i> <i>Opportunities:</i>	
<i>Tree Comments</i> <i>Significant Constraints:</i>	
<i>Tree Comments</i> <i>Other Constraints:</i>	Trees and hedges around and within site. Adjacent long, overgrown double hedgerow to the south-east.
<i>Tree Comments</i> <i>Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments</i> <i>Opportunities:</i>	Use 20% canopy cover policy to plant woodland adjacent existing hedgerows
<i>Public Protection Comments</i> <i>Significant Constraints:</i>	
<i>Public Protection Comments</i> <i>Other Constraints:</i>	Some quarrying to the northeast. Do not consider any contaminated land issues with this unless any landfilling has occurred. No evidence of filling from GIS layers. Possible noise along northern border of site from the road.
<i>Public Protection Comments</i> <i>Management of Constraints:</i>	Gas protection should landfilling in quarry area would avert gassing issues. Set properties back from the road, orientation and layout of buildings, noise barriers (mounds and fencing) and glazing all available to mitigate against noise.
<i>Public Protection Comments</i> <i>Opportunities:</i>	



<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south-west of Much Wenlock. Much Wenlock is located in east Shropshire - an area with a functional relationship to the Black Country. Much Wenlock is located on the A458 corridor linking to the Black Country. The nearest railway stations to Much Wenlock are located in Telford and Shifnal. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	The site is detached from the built form of the settlement outside and separated from the development boundary within the open countryside. Not in accordance with current policy in the Much Wenlock Neighbourhood Plan upstream of flood attenuation pond. The site performs poorly within Stage 2a Settlement Sustainability Appraisal. However, it performs fair within the Stage 2a Black Country Contributions Sustainability Appraisal. Much Wenlock is located on the A458 corridor linking to the Black Country. This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Not known Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	No
<b>Potential for Allocation?</b>	No
<b>Recommendation</b>	Countryside

<b>Reasoning</b>	<p>Whilst the site benefits from being above the flood attenuation pond and development would not represent a significant risk to flooding, it is detached from the built form of the settlement and separated from the development boundary and does not therefore compare favourably with other potential site options.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications Required:</b>	<p>No</p>
<b>If proposed for Allocation, Potential Capacity:</b>	<p>n/a</p>
<b>If proposed for Allocation Design Requirements:</b>	<p>n/a</p>

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>MUW011</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	32%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	37%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	56%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	1%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Cumulative impact of MUW010, 011, 013 & 014 (198 houses) on A458 / B4371 junction needs to be examined.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	14

<i>Ecology Comments</i> <i>Significant Constraints:</i>	None
<i>Ecology Comments</i> <i>Other Constraints:</i>	EClA required. Surveys for GCN (in area), Dormice (known records nearby), Badgers (known), Bats, nesting birds, vascular plants, reptiles. Within Env. Network (disused railway - need to retain green route through development (check with Outdoor Rec.) Retain mature trees in landscaping as part of corridor.
<i>Ecology Comments</i> <i>Management of Constraints:</i>	Enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments</i> <i>Opportunities:</i>	Promote disused railway as access route. Suggest green/brown roofs and reduce surface water run-off. (Flood alleviation scheme adjacent)
<i>Heritage Comments</i> <i>Significant Constraints:</i>	
<i>Heritage Comments</i> <i>Other Constraints:</i>	Site previously crossed by Much Wenlock, Craven Arms & Coalbrookdale Railway (HER PRN 08447), although track bed now entirely removed.
<i>Heritage Comments</i> <i>Management of Constraints:</i>	
<i>Heritage Comments</i> <i>Opportunities:</i>	Good quality design could provide an enhancement over the existing commercial usage of the site at this gateway location to the town.
<i>Tree Comments</i> <i>Significant Constraints:</i>	
<i>Tree Comments</i> <i>Other Constraints:</i>	Trees and hedges around site and belt of trees across middle of site. Quality of the trees has a bearing on acceptability of development on arboricultural grounds.
<i>Tree Comments</i> <i>Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments</i> <i>Opportunities:</i>	little opportunity for additional planting due to small size and irregular shape of site.
<i>Public Protection Comments</i> <i>Significant Constraints:</i>	
<i>Public Protection Comments</i> <i>Other Constraints:</i>	Historic railway, contamination likely. Potential noise to northern façade therefore possible constraints. Existing depot to south and east may cause noise throughout day and night.
<i>Public Protection Comments</i> <i>Management of Constraints:</i>	Remediation probable for con land. Layout, orientation, glazing, ventilation and boundary treatment possible for noise. Noise assessment would be likely to consider impact of the Depot to the rear and full details of its permitted times of operation etc would be required.
<i>Public Protection Comments</i> <i>Opportunities:</i>	

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south-west of Much Wenlock. Much Wenlock is located in east Shropshire - an area with a functional relationship to the Black Country. Much Wenlock is located on the A458 corridor linking to the Black Country. The nearest railway stations to Much Wenlock are located in Telford and Shifnal. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	Brownfield site within development boundary on edge of built up area, adjacent to existing employment uses and SAMDev employment allocation. Much Wenlock is located on the A458 corridor linking to the Black Country. The site performs poorly within Stage 2a Settlement Sustainability Appraisal. However, it performs fair within the Stage 2a Black Country Contributions Sustainability Appraisal. The scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Highway access Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Green corridor route along disused railway Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	Yes
<b>Potential for Allocation?</b>	Yes
<b>Recommendation</b>	Windfall employment

<p><b>Reasoning</b></p>	<p>Natural extension to neighbouring employment uses in an accessible location. The scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	<p>0.24Ha net</p>
<p><b>If proposed for Allocation Design Requirements:</b></p>	<p>Subject to the establishment of an appropriate access, appropriate contamination remediation, ecological surveys and appropriate tree management</p>

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>MUW012</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	23%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y 114 houses should be able to fund (linked with MUW016) construction of roundabout on A458 needed for traffic calming / gateway purposes. To achieve a workable roundabout layout it may be necessary to incorporate triangle of land between Oakfield Park and A458.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	22

<i>Ecology Comments</i> <i>Significant Constraints:</i>	None
<i>Ecology Comments</i> <i>Other Constraints:</i>	EclA required. GCN record c. 160m from site boundary but no ponds on site. Some potential for other protected species. Otherwise arable and low biodiversity potential. Surface water flooding has been noted for this area.
<i>Ecology Comments</i> <i>Management of Constraints:</i>	Retain existing tree/shrub buffer and maintain hedge network.
<i>Ecology Comments</i> <i>Opportunities:</i>	Link open space to surrounding green corridors to enhance Env. Network. Provide access to green space from surrounding housing.
<i>Heritage Comments</i> <i>Significant Constraints:</i>	
<i>Heritage Comments</i> <i>Other Constraints:</i>	Site previously formed part of the Much Wenlock racecourse (HER PRN 30643) and contains the probable site of a prehistoric cropmark enclosure (HER PRN 30617). Therefore considered to hold archaeological interest.
<i>Heritage Comments</i> <i>Management of Constraints:</i>	Heritage Assessment required with application (archaeological evaluation). NB a desk based Heritage Assessment was completed for the site in 2014
<i>Heritage Comments</i> <i>Opportunities:</i>	
<i>Tree Comments</i> <i>Significant Constraints:</i>	
<i>Tree Comments</i> <i>Other Constraints:</i>	Trees and hedges around site and belts of young plantation along south-east and south-west boundaries
<i>Tree Comments</i> <i>Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments</i> <i>Opportunities:</i>	Use 20% canopy cover policy to connect belts of woodland with wooded school grounds north of the site, by planting across middle of the site.
<i>Public Protection Comments</i> <i>Significant Constraints:</i>	
<i>Public Protection Comments</i> <i>Other Constraints:</i>	A458 to the western boundary therefore noise may require control.
<i>Public Protection Comments</i> <i>Management of Constraints:</i>	Layout, orientation of buildings and glazing, ventilation and boundary treatment where necessary to treat for noise.
<i>Public Protection Comments</i> <i>Opportunities:</i>	



<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south-east of Much Wenlock. Much Wenlock is located in east Shropshire - an area with a functional relationship to the Black Country. Much Wenlock is located on the A458 corridor linking to the Black Country. The nearest railway stations to Much Wenlock are located in Telford and Shifnal. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	The site is well related to the built form of the settlement adjacent to the primary school to the South of the town with a frontage onto the A458. Not in accordance with current policy in the Much Wenlock Neighbourhood Plan. Much Wenlock is located on the A458 corridor linking to the Black Country. This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Flood alleviation measures Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Opportunity to help deliver a fully functional flood alleviation scheme in combination with existing development at Hunter's Gate, together with a roundabout access to the site which will provide traffic calming on the southern approach to the town. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	No
<b>Potential for Allocation?</b>	No
<b>Recommendation</b>	See MUW012VAR

Reasoning	See MUW012VAR
Further Main Modifications Required:	No
If proposed for Allocation, Potential Capacity:	n/a
If proposed for Allocation Design Requirements:	n/a

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>MUW012VAR</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	25%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y 114 houses should be able to fund (linked with MUW016) construction of roundabout on A458 needed for traffic calming / gateway purposes. To achieve a workable roundabout layout it may be necessary to incorporate triangle of land between Oakfield Park and A458.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	22

<i>Ecology Comments</i> <i>Significant Constraints:</i>	None
<i>Ecology Comments</i> <i>Other Constraints:</i>	EclA required. GCN record c. 160m from site boundary but no ponds on site. Some potential for other protected species. Otherwise arable and low biodiversity potential. Surface water flooding has been noted for this area.
<i>Ecology Comments</i> <i>Management of Constraints:</i>	Retain existing tree/shrub buffer and maintain hedge network.
<i>Ecology Comments</i> <i>Opportunities:</i>	Link open space to surrounding green corridors to enhance Env. Network. Provide access to green space from surrounding housing.
<i>Heritage Comments</i> <i>Significant Constraints:</i>	
<i>Heritage Comments</i> <i>Other Constraints:</i>	Site previously formed part of the Much Wenlock racecourse (HER PRN 30643) and contains the probable site of a prehistoric cropmark enclosure (HER PRN 30617). Therefore considered to hold archaeological interest.
<i>Heritage Comments</i> <i>Management of Constraints:</i>	Heritage Assessment required with application (archaeological evaluation). NB a desk based Heritage Assessment was completed for the site in 2014
<i>Heritage Comments</i> <i>Opportunities:</i>	
<i>Tree Comments</i> <i>Significant Constraints:</i>	A hedgerow formerly ran along the sites southern boundary.
<i>Tree Comments</i> <i>Other Constraints:</i>	Trees and hedges around site and belts of young plantation along south-east and south-west boundaries
<i>Tree Comments</i> <i>Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments</i> <i>Opportunities:</i>	Use 20% canopy cover policy to connect belts of woodland with wooded school grounds north of the site, by planting across middle of the site. Opportunity to reinstate the hedgerow along the sites southern boundary.
<i>Public Protection Comments</i> <i>Significant Constraints:</i>	
<i>Public Protection Comments</i> <i>Other Constraints:</i>	A458 to the western boundary therefore noise may require control.
<i>Public Protection Comments</i> <i>Management of Constraints:</i>	Layout, orientation of buildings and glazing, ventilation and boundary treatment where necessary to treat for noise.
<i>Public Protection Comments</i> <i>Opportunities:</i>	

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south-east of Much Wenlock. Much Wenlock is located in east Shropshire - an area with a functional relationship to the Black Country. Much Wenlock is located on the A458 corridor linking to the Black Country. The nearest railway stations to Much Wenlock are located in Telford and Shifnal. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	The extension to the site is also likely to make the site more viable and facilitate the Highway infrastructure works required to make this development acceptable. Much Wenlock is located on the A458 corridor linking to the Black Country. This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	
<b>Known Infrastructure Opportunities:</b>	
<b>Potential for Windfall?</b>	No
<b>Potential for Allocation?</b>	Yes
<b>Recommendation</b>	<b>Allocate as Preferred Site</b>

<p><b>Reasoning</b></p>	<p>The extension to the site is also likely to make the site more viable and facilitate the Highway infrastructure works required to make this development acceptable. There are considerable community benefits resulting from the increased residential capacity, most notably the implications for on and off site flood alleviation at Hunters Gate and Forester Avenue.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	<p>120</p>
<p><b>If proposed for Allocation Design Requirements:</b></p>	<p>A new roundabout access will be provided from the A458 into the site.</p> <p>Development will be required to deliver substantial community benefits both on and off site by way of flood alleviation. Specifically, development must demonstrate how properties currently at risk of flooding at Hunters Gate and Forester Avenue will be protected, as well as removing exceedance water from the existing surface water and foul sewer systems. Given the importance of this issue, development proposal will be required to show sufficient information on how these measures will be achieved in practice in order for planning permission to be granted. Any residual surface water flood risk will be managed by excluding development from the affected areas of the site, which will form part of the green Infrastructure / open space network. Flood and water management measures must not displace water elsewhere.</p> <p>Substantial and effective boundary treatments will be required in order to create a buffer around the site. This will include the reinstatement of a hedgerow along the sites southern boundary.</p> <p>Green infrastructure links will be provided through the site linking to the open space provision and the public right of way network beyond the site. High-quality trees and hedgerows will be retained.</p> <p>Acoustic design, layout, use of green infrastructure and appropriate building materials will be used to appropriately manage noise arising from the A458.</p>

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>MUW014</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	8%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	10%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	18%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	22%
<i>Percentage of the site within 20m of a detailed river network:</i>	6%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations: (from the LVSS)</i>	Medium-High
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Cumulative impact of MUW010, 011, 013 & 014 (198 houses) on A458 / B4371 junctions needs to be examined.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17

<i>Ecology Comments</i> <i>Significant Constraints:</i>	Immediately adjacent to priority calcareous grassland at NT car park site. Aerial photos indicate similar habitat possible. Priority habitat should be avoided if at all possible - i.e. we shouldn't allocated such a site. Presence of valuable grassland to be determined by an EclA including a detailed National Vegetation Classification level survey. If calcareous grassland is present avoidance unlikely to be possible and therefore application could be refused under MD12. Within Env. Network and so CS17 applies. Housing would reduce/damage the corridor.
<i>Ecology Comments</i> <i>Other Constraints:</i>	EclA required. Good quality semi-natural vegetation including grassland, scattered trees/shrubs and hedges within Environmental Network. Surveys for GCN (in ponds within 500m, at least one at c.110m), Dormice (known records nearby), Badgers, Bats, nesting birds, vascular plants, reptiles. Avoidance, mitigation and compensation measures would be required under MD12.
<i>Ecology Comments</i> <i>Management of Constraints:</i>	See previous boxes. Otherwise, retain mature trees and hedges in landscaping as part of corridor, any open space to be adjacent to, buffer and enhance Env. Network (Blakeway Hollow). Need to buffer existing priority habitat and so only a reduced number of houses would be possible.
<i>Ecology Comments</i> <i>Opportunities:</i>	If habitats are as expected only damage likely.
<i>Heritage Comments</i> <i>Significant Constraints:</i>	
<i>Heritage Comments</i> <i>Other Constraints:</i>	Site previously formed of an area of lime workings (HER PRN 04534) and contains related archaeological features. Therefore considered to hold archaeological interest.
<i>Heritage Comments</i> <i>Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + ? Level 2 earthwork survey).
<i>Heritage Comments</i> <i>Opportunities:</i>	
<i>Tree Comments</i> <i>Significant Constraints:</i>	
<i>Tree Comments</i> <i>Other Constraints:</i>	Mature trees within and around site present potentially significant constraint to development
<i>Tree Comments</i> <i>Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments</i> <i>Opportunities:</i>	development stand-off required around existing significant trees - might restrict development to southern part of site
<i>Public Protection Comments</i> <i>Significant Constraints:</i>	
<i>Public Protection Comments</i> <i>Other Constraints:</i>	Past quarried area to west may cause gassing or other issues. Noise from road to the south of the site.
<i>Public Protection Comments</i> <i>Management of Constraints:</i>	Remediation including gas protection possible. Noise could be mitigated by introducing distance, site location and orientation, glazing, noise barriers.
<i>Public Protection Comments</i> <i>Opportunities:</i>	



<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Poor
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south-west of Much Wenlock. Much Wenlock is located in east Shropshire - an area with a functional relationship to the Black Country. Much Wenlock is located on the A458 corridor linking to the Black Country. The nearest railway stations to Much Wenlock are located in Telford and Shifnal. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	Small site located adjacent to but outside the development boundary, downstream of the flood attenuation pond to the west of the town is more distant from local facilities, services and infrastructure than some other site options. Not in accordance with current policy in the Much Wenlock Neighbourhood Plan. The site performs poorly within Stage 2a Settlement Sustainability Appraisal. However, it performs fair within the Stage 2a Black Country Contributions Sustainability Appraisal. Much Wenlock is located on the A458 corridor linking to the Black Country. The scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Assess impact on nearby SSSI, impact on Conservation area Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	No
<b>Potential for Allocation?</b>	No
<b>Recommendation</b>	Countryside

<p><b>Reasoning</b></p>	<p>Distance from town services and potential for adverse implications for surface water flood risk management and does not therefore compare favourably with other potential site options.</p> <p>The scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	<p>n/a</p>
<p><b>If proposed for Allocation Design Requirements:</b></p>	<p>n/a</p>

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>MUW016</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	2%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y South of Oakfield Park the existing highway (Callaughton Lane) is narrow and would need to be widened for around 50m with pedestrian footway added. These comments assume that the 12 homes development - 16/02910/FUL - does not go ahead.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y 410 houses should be able to fund (linked with MUW012) construction of roundabout on A458 needed for traffic calming / gateway purposes. To achieve a workable roundabout layout it may be necessary to incorporate triangle of land between Oakfield Park and A458.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	16

<i>Ecology Comments</i> <i>Significant Constraints:</i>	None
<i>Ecology Comments</i> <i>Other Constraints:</i>	EclA required. Arable site but surveys for Dormice, Badgers, Bats (in trees and hedges), nesting birds.
<i>Ecology Comments</i> <i>Management of Constraints:</i>	Retention of mature trees in hedges and hedgerows.
<i>Ecology Comments</i> <i>Opportunities:</i>	Use open space provision to provide biodiversity enhancements and access to greenspace for existing housing to north of site. Link open space to existing hedgerow system.
<i>Heritage Comments</i> <i>Significant Constraints:</i>	
<i>Heritage Comments</i> <i>Other Constraints:</i>	No known archaeological interest but site is of a large size, so may have some archaeological potential
<i>Heritage Comments</i> <i>Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA +field evaluation).
<i>Heritage Comments</i> <i>Opportunities:</i>	
<i>Tree Comments</i> <i>Significant Constraints:</i>	
<i>Tree Comments</i> <i>Other Constraints:</i>	Trees and hedges around but not within site.
<i>Tree Comments</i> <i>Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments</i> <i>Opportunities:</i>	landscaping to enhance canopy cover and internal landscape of site
<i>Public Protection Comments</i> <i>Significant Constraints:</i>	
<i>Public Protection Comments</i> <i>Other Constraints:</i>	Possible road noise to very east of the site
<i>Public Protection Comments</i> <i>Management of Constraints:</i>	Glazing, orientation and location of dwellings.
<i>Public Protection Comments</i> <i>Opportunities:</i>	

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the south of Much Wenlock. Much Wenlock is located in east Shropshire - an area with a functional relationship to the Black Country.</p> <p>Much Wenlock is located on the A458 corridor linking to the Black Country</p> <p>The nearest railway stations to Much Wenlock are located in Telford and Shifnal. This would likely require some other form of transport to access.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	<p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.</p>
<b>Strategic Considerations:</b>	<p>Large, sloping site to south of town adjacent to recently completed Callaughton Ash housing development. Not in accordance with current policy in the Much Wenlock Neighbourhood Plan.</p> <p>Much Wenlock is located on the A458 corridor linking to the Black Country.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Potential flood attenuation risk</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	No
<b>Potential for Allocation?</b>	No
<b>Recommendation</b>	Countryside

<b>Reasoning</b>	<p>Significantly larger area than required to deliver settlement guideline. Visually prominent site. Potential adverse implications for surface water flood risk management and does not therefore compare favourably with other potential site options. This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications Required:</b>	<p>No</p>
<b>If proposed for Allocation, Potential Capacity:</b>	<p>n/a</p>
<b>If proposed for Allocation Design Requirements:</b>	<p>n/a</p>

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>MUW016VAR</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations: (from the LVSS)</i>	Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assuming the road widen and footway provision along Callaughton Lane has been delivered by the Callaughtons Ash development.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Assuming the development will fund a review of the whole route between the site and the crossing of the A458 to ensure a continuous and fully accessible routes for pedestrians and fund any necessary improvements.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17

<i>Ecology Comments</i> <i>Significant Constraints:</i>	None
<i>Ecology Comments</i> <i>Other Constraints:</i>	Requires EclA and surveys for bats, GCNs (ponds within 500m), badgers and nesting birds. The hedgerows and trees will need to be buffered.
<i>Ecology Comments</i> <i>Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments</i> <i>Opportunities:</i>	
<i>Heritage Comments</i> <i>Significant Constraints:</i>	
<i>Heritage Comments</i> <i>Other Constraints:</i>	No known archaeological interest but site is of a medium size, so may have some archaeological potential
<i>Heritage Comments</i> <i>Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + ?field evaluation).
<i>Heritage Comments</i> <i>Opportunities:</i>	
<i>Tree Comments</i> <i>Significant Constraints:</i>	
<i>Tree Comments</i> <i>Other Constraints:</i>	Mature trees and hedgerow to east and west boundaries.
<i>Tree Comments</i> <i>Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments</i> <i>Opportunities:</i>	enhance tree cover within this arable site, to deliver net gain for biodiversity.
<i>Public Protection Comments</i> <i>Significant Constraints:</i>	
<i>Public Protection Comments</i> <i>Other Constraints:</i>	
<i>Public Protection Comments</i> <i>Management of Constraints:</i>	
<i>Public Protection Comments</i> <i>Opportunities:</i>	



<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Good
<b>Relationship to the Black Country</b>	The site is located to the south of Much Wenlock. Much Wenlock is located in east Shropshire - an area with a functional relationship to the Black Country. Much Wenlock is located on the A458 corridor linking to the Black Country. The nearest railway stations to Much Wenlock are located in Telford and Shifnal. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	Variation on MUW016 is more appropriately scaled to support the Town's growth requirements. Much Wenlock is located on the A458 corridor linking to the Black Country. This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country.
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Potential flood attenuation risk Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented.
<b>Potential for Windfall?</b>	No
<b>Potential for Allocation?</b>	No
<b>Recommendation</b>	Countryside

<p><b>Reasoning</b></p>	<p>Whilst the site is of a more appropriate scale than previously promoted to the Council, it is considered there remains more sustainable options to support the town's growth, including supporting community benefit.</p> <p>This site is of a sufficient scale that it could contribute to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, the scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	<p>n/a</p>
<p><b>If proposed for Allocation Design Requirements:</b></p>	<p>n/a</p>

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>MUW017</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	3%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations: (from the LVSS)</i>	Very High and Medium
<i>Visual Impact Considerations: (from the LVSS)</i>	Very High and Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	N
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Y assume connection will be made through Forester Avenue which ends a few metres short of the boundary.
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	21

<i>Ecology Comments</i> <i>Significant Constraints:</i>	None
<i>Ecology Comments</i> <i>Other Constraints:</i>	Some potential for protected species in hedges. Otherwise arable and low biodiversity potential.
<i>Ecology Comments</i> <i>Management of Constraints:</i>	Retain and enhance hedgerows and trees.
<i>Ecology Comments</i> <i>Opportunities:</i>	Link open space to tree belt and hedge to west and planted woodland belt to the west to enhance green corridors and ecological network. Provide access to green space from surrounding housing.
<i>Heritage Comments</i> <i>Significant Constraints:</i>	
<i>Heritage Comments</i> <i>Other Constraints:</i>	
<i>Heritage Comments</i> <i>Management of Constraints:</i>	
<i>Heritage Comments</i> <i>Opportunities:</i>	
<i>Tree Comments</i> <i>Significant Constraints:</i>	
<i>Tree Comments</i> <i>Other Constraints:</i>	No trees within site but adjoins shelterbelt plantation to the west and linear strip of woodland to the east.
<i>Tree Comments</i> <i>Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments</i> <i>Opportunities:</i>	Use 20% canopy cover policy to connect belts of woodland on either side of the site.
<i>Public Protection Comments</i> <i>Significant Constraints:</i>	
<i>Public Protection Comments</i> <i>Other Constraints:</i>	
<i>Public Protection Comments</i> <i>Management of Constraints:</i>	
<i>Public Protection Comments</i> <i>Opportunities:</i>	

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Black Country Contribution Conclusion - Stage 2a Sustainability Appraisal:</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the south-east of Much Wenlock. Much Wenlock is located in east Shropshire - an area with a functional relationship to the Black Country. Much Wenlock is located on the A458 corridor linking to the Black Country. The nearest railway stations to Much Wenlock are located in Telford and Shifnal. This would likely require some other form of transport to access.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	The scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Strategic Considerations:</b>	Located adjacent to but outside the development boundary, south of the existing Hunters gate development. Not in accordance with current policy in the Much Wenlock Neighbourhood Plan. Much Wenlock is located on the A458 corridor linking to the Black Country. The scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country.
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Potential flood attenuation risk Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Potential to help address existing residual flood attenuation risk in existing built areas adjacent to the site. Potential opportunity to improve local environmental network. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	No
<b>Potential for Allocation?</b>	No
<b>Recommendation</b>	Countryside

<p><b>Reasoning</b></p>	<p>Whilst development of the site could be acceptable in principle, it does not compare favourably with other potential site options.</p> <p>The scale of Much Wenlock means that the settlement would be unlikely to be considered appropriate to accommodate a substantial quantum of the proposed contribution to the unmet housing or employment needs of the Black Country. Furthermore, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution to the unmet housing or employment needs of the Black Country. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required:</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	<p>n/a</p>
<p><b>If proposed for Allocation Design Requirements:</b></p>	<p>n/a</p>

# Shropshire Local Plan

## Additional Sustainability Appraisal Report: Appendix 8

Updated Stage 3 Site Assessment:  
Shifnal Key Centre







<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Assuming small scale development
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	23
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	A watercourse adjacent to the eastern boundary forms an Env. Network corridor. Requires EclA and surveys for GCNs (ponds within 500m), otters, water voles and nesting birds. The watercourse will need to be buffered.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site located wholly within Shifnal Conservation Area. Also located within the medieval core of Shifnal and may have high archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on character and appearance of CA; archaeological DBA + evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	conservation area. TPO tree adjacent
<i>Tree Comments Other Constraints:</i>	replanted trees along southern site boundary
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Limited opportunity for small scale tree planting to enhance urban tree cover.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Known to flood, major noise source from Jaspers.
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located in the centre of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shifnal's proximity and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.
<b>Strategic Considerations:</b>	<p>Small, backland brownfield site comprising the rear car park of the operational Jaspers public house that is visible from the elevated rail line to the south of the site. The site is accessed from a significant highway access from Victoria Road which may provide access to a small residential development subject to highway visibility onto there highway. The site level drops significantly from the highway into the main part of the site leading to some river flooding on the eastern boundary and surface water flooding across the majority of the site in severe flood conditions with known flood events affecting the site. The site directly abuts the watercourse of the Wesley Brook with the eastern part of the site situated within the Green Infrastructure network along the Brook. The site would require detailed ecological assessment and protection of an adjacent Tree Protection Order but the size and constraints on the site provide limited opportunities for the provision of further Green Infrastructure. The site sits wholly within the Shifnal Conservation Area and is situated inside the medieval core of Shifnal. A Heritage Impact Assessment would be required to assess impacts on the character and appearance of the Conservation Area and to assess the need for detailed investigation of the archaeological potential of the site. Residential amenity on the site is expected to be adversely affected by the Jaspers public house if it continues to trade on the reduced site area following the loss of the car park however, it is expected that some rear car parking may need to be retained for servicing and mobility or emergency access to the public house. The situation of the site within the built form of the town and close to the retail core of the town around Bradford Street gives the site a Good sustainability rating .</p> <p>The site is situated in Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. However, given the scale of the site it is unlikely that in isolation it could accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>Yes - subject to constraints particularly flood risk and noise</b>
<b>Potential for Allocation?</b>	<b>No</b>
<b>Recommendation</b>	<b>Land within existing Shifnal development boundary</b>

<p><b>Reasoning</b></p>	<p>This small redevelopment opportunity could adversely affect the operation of the Jaspers public house and has some significant constraints for such a small site with few apparent opportunities to redress the effects on the developable area of the site. The assessment of the site requires further detailed investigation of the development potential of the land. The site lies within the development boundary, forms part of the built form of the town with direct access to the highway network. The detailed assessments may reveal the development potential of the site but the site is likely to have limited capacity for residential use.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

**\*Green Belt Purposes  
(where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF013</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	9%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	9%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	12%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	0%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	This site is currently safeguarded for future development
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Via Meadow Drive
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N

<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. Possible need to improve T-junction of Drayton Rd with B4379
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	20
<i>Ecology Comments Significant Constraints:</i>	Reduction in no. of houses due to presence of woodland/Env. Network corridor.
<i>Ecology Comments Other Constraints:</i>	Site contains and is adjacent to Env. Network corridors. This will need to be retained and appropriately buffered. Requires botanical survey, ECLA and surveys for bats (trees and transects), GCNs (ponds within 500m), badgers, reptiles and nesting birds.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	No known archaeological interest but site is of a medium size, so may have some archaeological potential
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + ?evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	TPO on belt of mature trees along road
<i>Tree Comments Other Constraints:</i>	mature trees / woodland to western end of site and abutting northern boundary along motorway
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to extend woodland cover and create 15m buffer with the woodland to the south and east
<i>Public Protection Comments Significant Constraints:</i>	The most northern part of the site would require levels of mitigation in relation to road noise which may not be possible as evidenced by the development to the east which was not able to comply with noise conditions specified for the site. As a result no residential development is considered suitable in the site where garden areas would be exposed to road noise.
<i>Public Protection Comments Other Constraints:</i>	Air quality will be impacted by emissions from vehicles on the M54.
<i>Public Protection Comments Management of Constraints:</i>	Assessment will be necessary to consider the air quality concerns and relevant mitigation proposed where available. It is not considered that it is easy for noise to be mitigated without significant mitigation which must be proved could be achieved prior to any future application being considered.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the north of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This generally flat, smaller greenfield site (3.9ha) is situated on the northern edge of Shifnal adjacent to the embankment of the M54 motorway. The site also adjoins the B4379 Newport Road close to the under pass of the M54. The B4379 would require improvements to the T junction with Meadow Drive to provide vehicular access to the site. The enclosure of the site within the built form of the settlement reduces its landscape sensitivity whereas the larger parcel (east) has medium landscape and medium-high visual sensitivities. The site has no known flood risk (Flood Zone 1) but a nominal surface water flood risk in severe conditions. The site would require an Ecological Assessment, Arboricultural Assessment and Botanical Survey. The presence of protected or priority species would require appropriate conservation, retention, mitigation and enhancement to help sustain the site character and its function as part of the Environmental Network. The presence of any priority habitat may reduce the developable area to permit the restoration and enhancement of the habitat. The trees and hedgerows should be retained or their removal will require compensatory planting in any design scheme. The mature trees to the north and the west are protected by a Tree Preservation Order. The site has no known heritage value but the scale and open character of the site suggest the need for a Heritage Assessment. The proximity to the M54 and B4379 indicate a potential noise nuisance within any development, requiring a design solution. The site has a Good sustainability rating because of the accessibility to many of Shifnal's recreational facilities which help to offset the potential effects of development on the environmental values of the site. The site lies in a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the north.</p> <p>The site is situated at Shinfal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	No
<b>Potential for Allocation?</b>	Yes
<b>Recommendation</b>	<b>Include this previously safeguarded land within the development boundary and allocate for housing development</b>

<p><b>Reasoning</b></p>	<p>Site SHF013 has been safeguarded for future development for some time. The evidence of the developability of the site provides positive indications of the suitability and availability of the land although the site has environmental qualities worthy of protection. The site might be considered for a suitable housing scheme with a good quality contemporary design that would complete the built form of north Shifnal. This site is considered suitable for housing development and is currently being considered for exceptional housing development to meet the community's current need for affordable and low cost housing. This land is not suited to employment development because of the smaller size of the areas, close proximity to existing housing development and the sensitivities to landscape (medium-high) and visual (medium-high) impacts which are greater than for housing development.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	<p>around 65 dwellings</p>
<p><b>If proposed for Allocation Design Requirements:</b></p>	<p>Site to provide a broad range of housing types to meet local needs. The site to be accessed from Meadow Drive through existing gated access possibly requiring verge land to achieve the turning geometry, with stand off from existing residential units to protect their amenity. Consideration to be given to the need for off-site highway works at Newport Road / Meadow Drive / Haughton Road junction to address highway capacity, drainage and surface water flooding constraints at this principal junction. Green Infrastructure network to be enhanced to strengthen existing woodland and mature trees around site, provide SUDs drainage system through central area of site to exclude built development and protect site from surface water flooding, open space with equipped play space to be located on east of site with consideration of footpath link to existing developed areas of town to the east. Green Infrastructure to protect the existing corridors through the town and allow foraging and passage of species through the site and use of habitat at site margins. Heritage impact assessment to consider the heritage value of the site and surrounding area and to investigate the archaeological potential of the site.</p> <p>Noise and air quality assessments required due to proximity to M54 corridor with appropriate mitigation measures provided in the layout, design, materials and landscaping of the built development to provide satisfactory standard of residential amenity.</p>

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF015</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	3%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	0%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	This site is currently safeguarded for future development
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Onto A464
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Outside 30mph limit but this can be extended but will need traffic calming / gateway feature. Consideration should be given to a shared main road junction with other sites off the A464.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y



<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	18
<i>Ecology Comments Significant Constraints:</i>	Reduction in no. of houses due to presence of GCNs. If priority habitats are present, development is not recommended.
<i>Ecology Comments Other Constraints:</i>	The western boundary is Env. Network corridor and is covered by a TPO. There is woodland on the site. There is a pond adjacent to the south-western boundary. GCNs are likely to be present. A buffer of at least 50m around the pond is likely to be required, but this may be higher given the number of known GCN breeding ponds in the area. The site may contain priority grassland habitat - botanical survey required. If priority habitats are present then the site should not be developed. Requires botanical survey, Ecla and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds.
<i>Ecology Comments Management of Constraints:</i>	If priority habitat, site should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Opportunity to greatly increase habitat available and connectivity for GCNs.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site includes substantial unlisted historic building (?early C19) known as Beech House, which is considered to be a non-designated heritage asset. Any proposals which involve the demolition of this building would be resisted.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (Level 2 building assessment + impact on its settings).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	TPO on mature trees on site
<i>Tree Comments Other Constraints:</i>	mature trees and hedgerows around and within site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	use good site layout and design to ensure significant trees are successfully incorporated into and add value to the development
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to the north creating noise.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to road.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the south-east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	<p>Whilst Shifnal's proximity and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Strategic Considerations:</b>	<p>This generally flat, small brownfield site (1.4ha) is situated on the south-eastern edge of Shifnal next to the current development by Redrow Homes. The site adjoins the A464 Wolverhampton Road offering vehicular access but requiring a new main road junction possibly shared with other sites, extension of the 30mph restricted zone, traffic calming measures and creation of a town gateway. The built character of the site reduces its landscape sensitivity whereas the larger parcel (east) has medium-low landscape and medium-high visual sensitivities. The site has no known flood risk (Flood Zone 1) but a nominal surface water flood risk in severe conditions. The site would require an Ecological Assessment, Arboricultural Assessment and Botanical Survey. The presence of protected or priority species would require appropriate conservation, retention, mitigation and enhancement to help sustain the site character and its function as part of the Environmental Network. The presence of known priority habitat including grassland and ponds within and surrounding the site may reduce the developable area to permit the restoration and enhancement of this habitat. The mature hedgerows and trees within and around the site should be retained especially those protected by a Tree Preservation Order (west boundary). The removal of trees and hedgerows will require compensatory planting in any design scheme. The site is a non-designated heritage asset due to the presence of Beech House, requiring a Heritage Assessment. The proximity to the A464 indicates a potential noise nuisance within any development, requiring a design solution. The site has a Good sustainability rating reflecting its brownfield character, accessibility to recreational facilities and services which help to offset the environmental values of the site. The site lies in a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the north.</p> <p>The site is situated in Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. However, given the scale of the site it is unlikely that in isolation it could accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<b>No</b>
<b>Potential for Allocation?</b>	<b>Yes</b>
<b>Recommendation</b>	<b>Include this previously safeguarded land within the development boundary and allocate for housing development</b>

Reasoning	<p>Site SHF015 has been safeguarded for future development and the evidence of the developability of the site provides positive indications of the suitability and availability of the land although the site has environmental qualities worthy of protection. Although the site is better suited to housing use, the buildings on the site are worthy of protection and have a productive use and the surrounding open land has some environmental value. The evidence for developing this small area of safeguarded land is not sufficient to justify specifically allocating this land for housing use but it might from a suitable windfall site subject to an appropriate development proposal. This land is not suited to employment development because of the smaller size of the areas, close proximity to existing housing development and the sensitivities to landscape (medium) and visual (high) impacts which are greater than for housing development.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
Further Main Modifications Required	No
If proposed for Allocation, Potential Capacity:	around 65 dwellings with SHF029
If proposed for Allocation Design Requirements:	<p>Site SHF015 to be developed as a single scheme in conjunction with site SHF029 to provide a broad range of housing types to meet local needs. Development site excludes Beech House (non-designated heritage asset HER PRN 34751) with garden, curtilage building and frontage walling to A464. Beech House forms part of urban land and no longer safeguarded for future development. Consideration may be given to sympathetic restoration/conversion of house and curtilage buildings. Existing northern access to Beech House to be closed and sealed with existing gates retained. Beech House to be serviced from existing southern access. Highway junction to be situated at northern point on A454 frontage to provide safe junction with good visibility and appropriate measures to manage traffic speeds and highway safety. The development should provide access to the footway and cycling network along the A464 to improve access to local services using 'active travel' options to walk, 'wheel' or cycle to local services.</p> <p>The need to conserve Beech House, protect the setting from effects of development and to deliver a safe and visible highway junction to A464 may require removal of mature trees on A464 frontage with complementary planting within the site. Consideration to be given to internal highway layout within the site to make effective use of the developable land and to improve the accessibility of the dwellings to the main and secondary accesses to encourage 'active travel' options to reach local services. Development of site SHF029 to give consideration to secondary access to Park Lane through access strip from backland boundary of site. Secondary access to provide pedestrian and cycling access to Park Lane offering a potentially safer access to local services including the local primary school and with emergency vehicular access into the site only. Green Infrastructure network to be enhanced to strengthen existing woodland mature trees around site, provide SUDs drainage system along boundary to safeguarded land to exclude built development and protect site from surface water flooding, open space with equipped play space to be provided, allow foraging and passage of species through the site and use of habitat at site margins. Heritage impact assessment to consider the heritage value of Beech House and the effect of development on the setting of the heritage asset and to investigate the archaeological potential of the site. Noise assessment required due to proximity to A464 with appropriate mitigation measures provided in the layout, design, materials and landscaping of the built development to provide satisfactory standard of residential amenity.</p>

\*Green Belt Purposes  
(where applicable):

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF016</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	0%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	This site is situated within the urban area of Shifnal
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	A4169
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y

<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	20
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	Requires Ecla and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	groups of mature trees to north eastern and western corners of site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	use good site layout and design to ensure significant trees are successfully incorporated into and add value to the development
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to the south creating noise.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to road.
<i>Public Protection Comments Opportunities:</i>	Club currently on site if demolished and site fully developed for housing would remove a potential noise source from within proximity of existing housing creating a betterment to the local noise environment.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the west of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shifnal's proximity and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.
<b>Strategic Considerations:</b>	<p>This generally flat, small brownfield site (0.4ha) is situated on the south-western edge of Shifnal adjacent to the current Green Belt boundary. The site adjoins the A464 Bridgnorth Road and has an existing vehicular access onto the A464. The built character of the site reduces its landscape sensitivity whereas the larger parcel (west) has medium landscape and medium visual sensitivities. The site has no known flood risk (Flood Zone 1) but a nominal surface water flood risk in severe conditions. The site would require an Ecological Assessment and Arboricultural Assessment to confirm the level of sensitivity to development. In particular, the site has mature trees to the north, east and west boundaries which should be accommodated into any potential design scheme for the site. The removal of any existing tree or hedgerow cover will require compensatory planting in any proposed development. The site has no known heritage value and is not considered to justify a heritage assessment although the site lies in the setting of adjacent listed buildings and the Shifnal Conservation Area. The proximity of the site to the A464 indicates a noise nuisance for any development, requiring a design solution but the demolition of the existing club-house would produce betterment in the local noise environment. The site has a Fair sustainability rating as a brownfield site with accessibility to local services but this does not entirely offset the distance to the services and the environmental values of the site. The site lies in a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the north.</p> <p>The site is situated in Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. However, given the scale of the site it is unlikely that in isolation it could accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>Yes</b>
<b>Potential for Allocation?</b>	<b>No</b>
<b>Recommendation</b>	<b>Land within existing Shifnal development boundary</b>

<p><b>Reasoning</b></p>	<p>Site SHF016 is situated within the existing development boundary and forms part of the built form of the town. The site is already developed and has a productive use that contributes to the sense of community in the town. The site also has some environmental qualities worthy of protection. The scale of the site would not justify specifically allocating for housing development, but the situation and character of the site might facilitate its redevelopment as a windfall housing site subject to an appropriate development proposal. This land is not suited to employment development because the land is brownfield with greater development costs, close proximity to existing housing uses and the sensitivities to landscape (medium-high) and visual (medium-high) impacts being greater than for housing.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the site's size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

**\*Green Belt Purposes  
(where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF017</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	4%
<i>Percentage of site in Flood Zone 2:</i>	5%
<i>Percentage of site in Flood Zone 1:</i>	95%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	7%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	31%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	5%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which has a moderate performance against each of purpose 2; purpose 3; and purpose 4. The Green Belt Review undertaken for Shropshire indicates that this Green Belt parcel, if released for development would have a moderate-high level of harm on the Green Belt due to the level of encroachment on countryside and the weakening of the role of adjoining areas with regard to purpose 3. No sub-parcels were identified which would have less harm.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium and Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium and Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High and Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High and High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	A4169 but not onto Park La
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Outside 30mph limit but this can be extended with traffic calming / gateway feature. Consideration should be given to a shared main road junction possibly roundabout with SHF017S. Note this site fronts Park La to the south east but a highway connection at this point would not be acceptable.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N



<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. Subject to an assessment of the impact on Innage Rd and Church St and associated junctions.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
<i>Ecology Comments Significant Constraints:</i>	Reduction in no. of houses due to presence of GCNs and Env. Network corridor (Wesley Brook).
<i>Ecology Comments Other Constraints:</i>	Northern section: The northern boundary forms and Env. Network corridor (due to the presence of a vegetated railway line). This corridor should be buffered and enhanced. Southern section: Wesley Brook runs through this site and a large buffer of riparian habitat forms an Env. Network corridor. An appropriately sized buffer will be required from the Env. Network with no development within. This could be POS. Part of the north-western and south-western boundaries contain or are adjacent to Env. Network corridors and priority habitat (woodland) - these will also need to be appropriately buffered. There is a GCN breeding pond to the south of the site boundary. A buffer of at least 50m around the pond will be required, but given the number of known GCN breeding ponds in the area, a greater amount of mitigation land is likely to be required. Parts of the site are TPO'd. A PROW runs along the western boundary and a section of the southern boundary (by the pond). Requires botanical survey, ECLA and surveys for bats (trees and transects), GCNs (ponds within 500m), badgers, reptiles, otters, water voles, white-clawed crayfish, invertebrates and nesting birds.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Potential to increase the amount of POS available in Shifnal. Opportunity to greatly increase habitat available and connectivity for GCNs.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impact on setting of Grade II listed Shifnal Manor (The Manor House - NHLE ref. 1176147) and cluster of associated Grade II LBs. Site itself includes putative, but now largely discounted, site of Idsall (pre-1590 Shifnal - HER PRN 00757) and site of a 17th century mill pond. Large size of site also suggests it may have other archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs, archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	TPO on group of trees around property on A464
<i>Tree Comments Other Constraints:</i>	belt of woodland to north of site along railway and group of trees in semi-natural habitat along watercourse in centre of site, adjoining woodland to the south
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to extend woodland cover and create 15m buffer with the woodland to the north and south and along watercourse
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	A4169 runs through the site and is a noise source for consideration. Railway line runs along northern boundary of the site. Farm to the south east of the site with many barns which may produce noise, odour, dusts.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to roads, rail and farm.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the south-west of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This large, undulating greenfield site (36ha) is situated to the west of Shifnal adjoining the A4169 (Bridgnorth Road) to the south and north (comprising site P17b) of this road and extends south to the country road known as Park Lane which is severely constrained by current traffic usage. The land is located within the Green Belt with a moderate-high harm caused by its release. However, of the parcels considered in the Green Belt Review the release of SHF017 (excluding P17b) has a lower impact on the remaining Green Belt land. Accessibility to the B4169 from the south would also provide an appropriate highway access subject to the provision of a suitable junction, extension of the restricted speed zone (30mph) and an assessment of the impacts on Innage Road and Church Street. However, Park Lane would not provide a suitable secondary access. The site adjoins the built form of the town and the varying topography influences its landscape sensitivity to medium (west) and medium-low (south) however the land remains visible in the wider landscape with medium (west) and medium-high (south) visual sensitivities. The site has little flood risk (Flood Zone 1) except for the corridor of the Wesley Brook and has a nominal surface water flood risk in severe conditions however, the topography may expose the land to inundation which requires a detailed flood risk assessment. The site requires Ecological Assessment, Arboricultural Assessment and a Botanical Survey. The presence of protected or priority species within or close to the site would require appropriate conservation, retention, mitigation and enhancement to sustain the site character and its function in the Environmental Network. The presence of priority habitat may also reduce the developable area to restore and enhance any habitat. The site has significant woodland around the railway, Wesley Brook and a Tree Protection Order to the south. This cover should be retained or any removal mitigated by compensatory planting in any design scheme. The site lies close to the Shifnal Conservation area and contains a number of listed buildings (Grade II) requiring a Heritage Assessment including archaeological assessment given the scale of the land area. Proximity to the A4169 indicate potential noise nuisance within any development, requiring a design solution. The site has a Fair sustainability rating due to the accessibility to many of Shifnal's facilities which mitigates for potential effects on the environmental values of the site. The site lies in a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the north.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>No</b>
<b>Potential for Allocation?</b>	<b>No</b>
<b>Recommendation</b>	<b>Remove land from Green Belt and safeguard for future development</b>

<p><b>Reasoning</b></p>	<p>A number of Green Belt sites when taken in combination may provide a strategic opportunity to meet the longer term development needs of Shifnal. SHF017 (excluding P17b) offers the potential for a large scale housing development with the benefit of access to the A4169 Bridgnorth Road in an area of medium landscape sensitivity. Although these factors must be balanced with the moderate-high visual sensitivity of SHF017 and the moderate-high harm to the Green Belt from releasing this land for development. The release of SHF017 is considered to be justified in order to deliver a new strategic link from the A4169 to the A464 in combination with sites P16, P15b(west) and SHF019 which have lower landscape sensitivities and lower harm from their release from the Green Belt. These land releases may also provide related highway improvements at Five Ways and Innage Road, a range of housing opportunities to meet local needs and improvements to the provision of community facilities and commercial services for existing and new residents of the town. The provision of a strategic highway junction to the A4169 is also considered to present the opportunity to develop the site SHF017 (north) that lies to the north of Bridgnorth Road in combination with site P17a (Priorslee Road) north of the rail line however, releasing these land parcels would cause high harm to the Green Belt. This has the potential to contribute to the longer term provision of new housing and create a future opportunity for a one way gyratory system via the railway under-pass between these two land parcels and using the separate under-pass on Innage Road. These land parcel may accommodate employment development within the broad range of land parcels that may be released to the south and west of the town. However, it is recommended that the release of sites SHF018b and SHF018d will meet the longer term needs for employment in the town and so, employment is not currently recommended as an option in relation to this group of sites.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF018a</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	9%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	0%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	<p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs moderately against purpose 2; moderately against purpose 3; and strongly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel where the release of the land would have a high level of harm on the Green Belt due to the level of encroachment on countryside and would weaken the setting of the historic town with regard to purposes 3 and 4. No sub-parcels were identified which would have less harm.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Stanton Road
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Outside 30mph limit but this can be extended with traffic calming / gateway feature. Consideration should be given to a shared main road junction possibly roundabout with SHF018c or linking via a new junction at Lamledge Lane.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N

<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	N. The collective impact of the developments off Stanton Road will have an unacceptable impact on Aston Street and Curriers Lane and associated junctions which are already at or close to capacity.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	19
<i>Ecology Comments Significant Constraints:</i>	Reduction in no. of houses due to presence of GCNs and adjacent habitats.
<i>Ecology Comments Other Constraints:</i>	The site consist of Env. Network corridor. The habitats adjacent to the south may be priority habitat and will need to be appropriately buffered (they look like excellent quality GCN and reptile terrestrial habitat). There are ponds in very close proximity to the site, one of which is a GCN breeding pond and the others are also likely to contain GCNs. A buffer of at least 50m around the ponds are likely to be required, but this may be higher given the number of known GCN breeding ponds in the area. Requires botanical survey, Ecla and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Opportunity to greatly increase habitat available and connectivity for GCNs.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impact on setting of Grade II* listed Aston Hall (NHLE ref. 1308059) and cluster of associated Grade II LBs. Site includes a former 19th century brick field (HER PRN 07291), so has archaeological potential
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs, archaeological DBA + ?field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	hedgerows and mature tree to site boundaries. Block of woodland adjacent southern boundaries
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to extend woodland cover and create 15m buffer with the woodland to the north
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This moderately sized, relatively flat greenfield site (5ha) is situated to the east of Shifnal adjoining Stanton Road and Lamledge Lane. The land is located within the Green Belt with a moderate-high harm caused by its release however, Green Belt parcels to the north would have a higher impact on the remaining Green Belt land. Stanton Road would provide an appropriate highway access subject to the provision of a suitable junction, extension of the restricted speed zone (30mph) and traffic calming measures. However, development of SHF018b would need to restrict vehicle movements into Aston Street, Curriers Lane and highway junctions close to/exceeding their capacity. The site lies in the countryside which influences its landscape sensitivity to medium-high and despite its enclosed nature has medium-high visual sensitivity for employment use. The site has no flood risk (Flood Zone 1). The site requires Ecological Assessment, Arboricultural Assessment and a Botanical Survey. The presence of protected or priority species within or close to the site would require appropriate conservation, retention, mitigation and enhancement to sustain the site character and its function in the Environmental Network. The site has mature trees and hedgerows within and around the site with woodland at its southern boundary which should be retained or any removal mitigated by compensatory planting. The site lies in the setting of listed buildings (Grade II) requiring a Heritage Assessment including an archaeological assessment. The site has a Fair sustainability rating due to the accessibility to many of Shifnal's facilities which mitigates for potential effects on the environmental values of the site. The site lies in a Source Protection Zone encompassing Shifnal town close to but outside the core zone that lies further to the east along Stanton Road.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>No</b>
<b>Potential for Allocation?</b>	<b>No</b>
<b>Recommendation</b>	<b>Remove land from Green Belt and safeguard for future development</b>

<b>Reasoning</b>	<p>A number of Green Belt sites when taken in combination may provide a strategic opportunity to meet the longer term development needs of Shifnal. SHF018a offers the potential to safeguard land to support the long term growth of a large scale, new employment area to the east of Shifnal. This potential employment area would have the benefit of access to Stanton Road and the potential to route commercial traffic away the town and towards the M54 at Junction 3 and the secondary route along the A41. The safeguarding of SHF018a (with site P14), in proximity to existing and newly allocated employment activities around Stanton Road / Lamledge Lane has the capacity to support the employment needs of the town in combination with sites SHF108b and SHF18d.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<b>Further Main Modifications Required</b>	<p style="text-align: center;">No</p>
<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF018b</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	0%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs moderately against purpose 2; moderately against purpose 3; and weakly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel where the release of the land would have a moderate-high level of harm on the Green Belt due to the level of encroachment on countryside and the weakening of the role of adjoining areas with regard to purposes 2 and 3. No sub-parcels were identified which would have less harm.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Stanton Road
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Outside 30mph limit but this can be extended with traffic calming / gateway feature. Consideration should be given to a shared main road junction possibly roundabout with SHF018c.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N



<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	N. The collective impact of the developments off Stanton Road will have an unacceptable impact on Aston Street and Curriers Lane and associated junctions which are already at or close to capacity.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
<i>Ecology Comments Significant Constraints:</i>	Reduction in no. of houses due to presence of GCNs and adjacent habitats.
<i>Ecology Comments Other Constraints:</i>	The site consist of Env. Network corridor. The habitats adjacent to the west may be priority habitat and will need to be appropriately buffered (they look like excellent quality GCN and reptile terrestrial habitat). There is a pond adjacent to, another 25m from and a third 70m from the western boundary. This ponds are likely to contain GCNs. A buffer of at least 50m around the ponds are likely to be required, but this may be higher given the number of known GCN breeding ponds in the area. Requires botanical survey, Ecla and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Potential to increase the amount of POS available in Shifnal. Opportunity to greatly increase habitat available and connectivity for GCNs.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	No known archaeological interest but site is of a large size, so may have some archaeological potential
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature trees and hedgerows within and around site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to extend woodland cover and use good site layout and design to ensure significant trees are successfully incorporated into and add value to the development
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This larger, undulating greenfield site (14ha) is situated to the east of Shifnal adjoining Stanton Road (north) and Shifnal Industrial Estate (south). The land is located within the Green Belt with a moderate-high harm caused by its release however, Green Belt parcels to the north would have a higher impact on the remaining Green Belt land. Stanton Road would provide an appropriate highway access subject to the provision of a suitable junction, extension of the restricted speed zone (30mph) and traffic calming measures. However, development of SHF018b would need to restrict vehicle movements into Aston Street, Curriers Lane and highway junctions close to/exceeding their capacity. The site lies in the countryside which influences its landscape sensitivity to medium-high and despite its enclosed nature has medium-high visual sensitivity. The site has little flood risk (Flood Zone 1) and a nominal surface water flood risk in severe conditions. The site requires Ecological Assessment, Arboricultural Assessment and a Botanical Survey. The presence of protected or priority species within or close to the site would require appropriate conservation, retention, mitigation and enhancement to sustain the site character and its function in the Environmental Network. The site has mature trees and hedgerows within and around the site and any development should introduce appropriate planting and retain existing cover where possible. The site has no known heritage value but the size of the site would require an archaeological appraisal as part of a Heritage Assessment. The site would have a Fair sustainability rating for employment use only (both in the context of the settlement and accommodating a contribution to the Black Country). The limited accessibility to Shifnal's facilities gives a poor rating for housing use (in the context of the settlement), although it achieves a fair rating in the context of accommodating a contribution to the Black Country. The site lies in a Source Protection Zone encompassing Shifnal town and SHF018b accommodates the core zone in the north-east of site around the adjacent pumping station on Stanton Road. The north-east of the site would need to be kept clear of built development any potential contaminating uses and the drainage of the whole site would need to draw water away from the core zones of the SPZ.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>No</b>
<b>Potential for Allocation?</b>	<b>Yes</b>
<b>Recommendation</b>	<b>Remove land from Green Belt and allocate for employment development alongside site SHF018d. These sites have a combined capacity of around 39 hectares (15.6 hectares net) (30 hectares of which form part of the proposed contribution to unmet needs forecast to arise in the Black Country).</b>

Reasoning	<p>A number of Green Belt sites when taken in combination may provide a strategic opportunity to meet the longer term development needs of Shifnal. SHF018b offers the potential for a large scale employment development to the east of Shifnal with the benefit of access to Stanton Road and the potential to route commercial traffic away the town and towards the M54 at Junction 3 and the secondary route along the A41. The release of SHF018b in combination with SHF018d, in close proximity to the existing, poor quality employment area of Shifnal Industrial Estate would constitute a strategic employment allocation which due to its size and location has the potential to form both a local and regionally important employment centre. It has the capacity to redress the employment needs of the town and provide sufficient employment land to accommodate the entirety of the proposed 30ha contribution to the employment land need forecast to be arise within the Black Country.</p> <p>Accommodating part of the proposed contribution to the Black Country on this site will contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>These land releases may also provide related highway improvements to Upton Lane which links south to the A464 Wolverhampton Road.</p> <p>The release of strategic employment land in this location would require significant investment in the infrastructure and development of the land indicating a need to secure a large land release at the outset of the Local Plan.</p> <p>This site would be complemented by the safeguarding of sites SHF018a and P14.</p> <p>Development of the site would be considered to constitute sustainable development, informed by careful consideration of identified opportunities and constraints. Whilst the site is located within the Green Belt, it is considered that exceptional circumstances exist to justify the release of this land for employment, as documented within the new Green Belt Topic Paper.</p>
Further Main Modifications Required	<p style="text-align: center;">Yes:</p> <p>Draft Policies SP2 and S15 to be amended to reflect the fact that 30ha of the employment land proposed on this site and SHF018d forms the entirety of the proposed contribution towards the unmet employment land needs forecast to arise within the Black Country.</p>
If proposed for Allocation, Potential Capacity:	<p>SHF018b and SHF18d have a combined capacity of around 39 hectares (15.6 hectares net) of employment land (30 hectares of which form part of the proposed contribution to unmet needs forecast to arise in the Black Country).</p>
If proposed for Allocation Design Requirements:	<p>Site SHF018b will be developed as part of a larger employment area with SHF018d to provide serviced land for a broad range of Class B uses with a proportion of other employment generating uses and ancillary service uses to improve the sustainability of the employment area. Consideration should also be given to the relationship with the adjacent Shifnal Industrial Estate and the capacity for the existing development to create a secondary access and for the new development to release the pressure within the existing estate and to improve the character, quality and operation of the existing estate. The development should create a campus style, employment area on the edge of town to enclose the built form of development and any off site infrastructure within the Green and Blue Infrastructure networks. Infrastructure to include a strategic electricity/power supply and sustainable drainage system comprising multi-stage sustainable drainage and water treatment facilities, informed by a sustainable drainage strategy. This will serve to create strong boundaries to the employment area to separate the development from the Green Belt and the surrounding rural landscape. At the boundary with Shifnal Industrial Estate, a looser boundary treatment may be considered to support the operation of the functional relationship between these two employment areas. The development of this site will be in accordance with a vision, design code and masterplan prepared in consultation with the public and adopted as a Supplementary Planning Document by Shropshire Council. A construction management plan will be prepared to inform the development of the site. Strategic Transport Assessment and Transport evidence will be required to assess the effects of the development and the cumulative growth of Shifnal on the M54 Junction 3 and the A41/Stanton Road junction. The sites should be serviced from the A41/M54 Junction 3 along Stanton Road with traffic restrictions on commercial vehicle movements to the site using the A464 / Aston Street through Shifnal via the town centre. Sites SHF18b and SHF18d will share a principal access from Stanton Road to serve the employment area and Upton Lane to the viaduct bridge at the rail line will be improved and modified to form the primary distributor road serving the site. Upton Lane forms an historic thoroughfare and the road route or its historical presence will need to be conserved in the development. It is desirable for the viaduct bridge to remain open to pedestrian and cyclist movements. Significant and effective pedestrian and cycle links will be provided along Stanton Road, into and through the development to encourage safe and sustainable patterns of movement between the employment area and the town.</p> <p>Appropriate public transport links should be provided linking to parking facilities on the site to support wider use including the possibility for electric vehicle charging points. The potential to operate a dedicated Park and Ride service should also be investigated. Natural environment assets in proximity to the site and any priority habitats will be safeguarded and buffered. Site design and layout will respect any local heritage assets and the potential for archaeological deposits which will be recorded. Green infrastructure will protect the settings for any identified heritage assets. Historic field patterns and hedgerows will be retained by Green Infrastructure within the grain of the development. Any removal of trees or hedgerows will be replaced as part of the structural planting for the employment area.</p>

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
 (where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF018c</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	0%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs moderately against purpose 2; moderately against purpose 3; and strongly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel which would have a high level of harm on the Green Belt if released for development due to the level of encroachment on countryside with regard to purpose 3 and the weakening of the role of adjoining areas with regard to purpose 4. No sub-parcels were identified which would have less harm.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Stanton Road
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Outside 30mph limit on Stanton Road but this can be extended with traffic calming / gateway feature. Consideration should be given to a shared main road junction possibly roundabout with SHF018b. This site (2,385 homes) should not have highway (vehicular) access onto Coppice Green Land unless major improvements can be delivered.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N

<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	N. The collective impact of the developments off Stanton Road will have an unacceptable impact on Aston Street and Curriers Lane and associated junctions which are already at or close to capacity.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	18
<i>Ecology Comments Significant Constraints:</i>	Reduction in no. of houses due to presence of GCNs and Env. Network/priority habitats.
<i>Ecology Comments Other Constraints:</i>	The site contains patches of woodland (Env. Network and potential priority habitats). These areas should be retained and appropriately buffered. There are ponds on the site. Should GCNs be present in these ponds, a buffer of at least 50m will be required. Requires botanical survey, Ecla and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds. A PROW runs along the eastern and northern boundaries.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Potential to increase the amount of POS available in Shifnal. Opportunity to greatly increase habitat available and connectivity for GCNs.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Potential impact on setting of Grade II* listed Aston Hall (NHLE ref. 1308059) and cluster of associated Grade II LBs. The site includes a former area of parkland for Aston Hall (HER PRN 07504), and a small disused quarry. No other know archaeological interest but very large site size suggests there may be some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs, archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	hedgerows, mature trees, groups of trees and blocks of woodland within and around site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to extend woodland cover and use good site layout and design to ensure significant trees are successfully incorporated into and add value to the development. Opportunity to create larger area of publicly accessible woodland, around existing blocks of woodland
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This very large, elevated greenfield site (80ha) is situated to the north-east of Shifnal adjoining Stanton Road (south) and Coppice Green Lane (west). The land is located within the Green Belt with a high harm caused by its release. Stanton Road would provide an appropriate highway access subject to the provision of a suitable junction, extension of the restricted speed zone (30mph) and traffic calming measures. However, development of SHF018c would need to restrict vehicle movements into Aston Street, Curriers Lane and highway junctions close to/exceeding their capacity which may be difficult to achieve. The site lies in the countryside but has few significant features which influences its landscape sensitivity to medium and but is elevated with a number of open aspects providing medium-high visual sensitivity. The site has no flood risk (Flood Zone 1). The site requires Ecological Assessment, Arboricultural Assessment and a Botanical Survey. The presence of protected or priority species within or close to the site would require appropriate conservation, retention, mitigation and enhancement to sustain the site character and its function in the Environmental Network. The site has mature trees and hedgerows within and around the site with woodland at its southern boundary which should be retained or any removal mitigated by compensatory planting. The site lies in the setting of listed buildings (Grade II) requiring a Heritage Assessment including an archaeological assessment. The site has a Fair sustainability rating due to the accessibility to many of Shifnal's facilities which mitigates for potential effects on the environmental values of the site. The site lies in a Source Protection Zone encompassing Shifnal town close to but outside the core zone that lies further to the east along Stanton Road.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	No
<b>Potential for Allocation?</b>	No
<b>Recommendation</b>	<b>Protect land within the Green Belt</b>

<p><b>Reasoning</b></p>	<p>There are more preferable sites available within Shifnal which offer better opportunities to meet the needs of the community than this greenfield site in the open countryside that makes an important contribution to the Green Belt. These other sites have a better relationships to the built form of the settlement, offer greater opportunities for planning gain, have better access to the local highway network and may create more attractive gateways into the town. In contrast site SHF018a would extend the settlement well beyond its current built form and layout and would have significant impacts on the town's setting and its infrastructure particularly its highway network whilst potentially compromising the open character and environmental values of SHF018a.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF018d</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	0%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs moderately against purpose 2; strongly against purpose 3; but makes no contribution to purpose 4. The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel which would have a high level of harm on the Green Belt if released for development, due to the level of encroachment on countryside and the weakening of the role of adjoining areas with regard to purpose 3. No sub-parcels were identified which would have less harm.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Stanton Road
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Outside 30mph limit but this can be extended with traffic calming / gateway feature.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N



<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	N. The collective impact of the developments off Stanton Road will have an unacceptable impact on Aston Street and Curriers Lane and associated junctions which are already at or close to capacity.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	Requires Ecla and surveys for bats (in trees), GCNs (ponds within 500m), badgers and nesting birds. Most of the boundaries are adjacent to Env. Network corridors. The hedgerows should be retained and buffered.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Poor relationship with existing built form of settlement. No known archaeological interest but large size of site suggests it may have some potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological desk based assessment + evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	hedgerows and scattered trees within and around site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Seek to link to / expand offsite woodland to the east
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible road noise to west and north and rail noise to south. Also possible noise from industrial uses to southwest.
<i>Public Protection Comments Management of Constraints:</i>	Potential to mitigate noise through separation distances, orientation and room layout as well as glazing and boundary treatment although not much room to provide separation. Suggest stay away from southwest corner to increase separation to existing industrial/commercial.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This larger, undulating greenfield site (24ha) is situated to the east of Shifnal adjoining Stanton Road (north) and close to Shifnal Industrial Estate (south). The land is located within the Green Belt with a high harm caused by its release however, Green Belt parcels to the west which have a relationship with SHF018b would have a lower impact. Stanton Road would provide an appropriate highway access subject to the provision of a suitable junction, extension of the restricted speed zone (30mph) and traffic calming measures. However, development of SHF018d would need to restrict vehicle movements into Aston Street, Curriers Lane and highway junctions close to/exceeding their capacity. The site lies in the countryside which influences its landscape sensitivity to medium-high and its open aspect has medium-high visual sensitivity. The site has little flood risk (Flood Zone 1) and a nominal surface water flood risk in severe conditions. The site requires Ecological Assessment and Arboricultural Assessment. The presence of protected or priority species within or close to the site would require appropriate conservation, retention, mitigation and enhancement to sustain the site character and its function in the Environmental Network. The site has mature trees and hedgerows within and around the site and any development should introduce appropriate planting and retain existing cover where possible. The site has no known heritage value but the size of the site would require an archaeological appraisal through a Heritage Assessment. The site would have limited accessibility to Shifnal's facilities to redress the environmental values of the site. The site would have a Fair sustainability rating for employment use only (both in the context of the settlement and accommodating a contribution to the Black Country). The limited accessibility to Shifnal's facilities gives a poor rating for housing use (in the context of the settlement), although it achieves a fair rating in the context of accommodating a contribution to the Black Country. The site lies in a Source Protection Zone encompassing Shifnal town close to but outside the core zone that lies to the west along Stanton Road.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>No</b>
<b>Potential for Allocation?</b>	<b>Yes</b>
<b>Recommendation</b>	<b>Remove land from Green Belt and allocate for employment development alongside site SHF018b. These sites have a combined capacity of around 39 hectares (15.6 hectares net) (30 hectares of which form part of the proposed contribution to unmet needs forecast to arise in the Black Country).</b>

Reasoning	<p>A number of Green Belt sites when taken in combination may provide a strategic opportunity to meet the longer term development needs of Shifnal. SHF018d offers the potential for a large scale employment development to the east of Shifnal with the benefit of access to Stanton Road and the potential to route commercial traffic away the town and towards the M54 at Junction 3 and the secondary route along the A41. The release of SHF018d in combination with SHF018b, in close proximity to the existing, poor quality employment area of Shifnal Industrial Estate would constitute a strategic employment allocation which due to its size and location has the potential to form both a local and regionally important employment centre. It has the capacity to redress the employment needs of the town and provide sufficient employment land to accommodate the entirety of the proposed 30ha contribution to the employment land need forecast to be arise within the Black Country.</p> <p>Accommodating part of the proposed contribution to the Black Country on this site will contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>These land releases may also provide related highway improvements to Upton Lane which links south to the A464 Wolverhampton Road.</p> <p>The release of strategic employment land in this location would require significant investment in the infrastructure and development of the land indicating a need to secure a large land release at the outset of the Local Plan.</p> <p>This site would be complemented by the safeguarding of sites SHF018a and P14.</p> <p>Development of the site would be considered to constitute sustainable development, informed by careful consideration of identified opportunities and constraints. Whilst the site is located within the Green Belt, it is considered that exceptional circumstances exist to justify the release of this land for employment, as documented within the new Green Belt Topic Paper.</p>
Further Main Modifications Required	<p style="text-align: center;">Yes:</p> <p>Draft Policies SP2 and S15 to be amended to reflect the fact that 30ha of the employment land proposed on this site and SHF018d forms the entirety of the proposed contribution towards the unmet employment land needs forecast to arise within the Black Country.</p>
If proposed for Allocation, Potential Capacity:	<p>SHF018b and SHF18d have a combined capacity of around 39 hectares (15.6 hectares net) of employment land (30 hectares of which form part of the proposed contribution to unmet needs forecast to arise in the Black Country).</p>
If proposed for Allocation Design Requirements:	<p>Site SHF018b will be developed as part of a larger employment area with SHF018d to provide serviced land for a broad range of Class B uses with a proportion of other employment generating uses and ancillary service uses to improve the sustainability of the employment area. Consideration should also be given to the relationship with the adjacent Shifnal Industrial Estate and the capacity for the existing development to create a secondary access and for the new development to release the pressure within the existing estate and to improve the character, quality and operation of the existing estate. The development should create a campus style, employment area on the edge of town to enclose the built form of development and any off site infrastructure within the Green and Blue Infrastructure networks. Infrastructure to include a strategic electricity/power supply and sustainable drainage system comprising multi-stage sustainable drainage and water treatment facilities, informed by a sustainable drainage strategy. This will serve to create strong boundaries to the employment area to separate the development from the Green Belt and the surrounding rural landscape. At the boundary with Shifnal Industrial Estate, a looser boundary treatment may be considered to support the operation of the functional relationship between these two employment areas. The development of this site will be in accordance with a vision, design code and masterplan prepared in consultation with the public and adopted as a Supplementary Planning Document by Shropshire Council. A construction management plan will be prepared to inform the development of the site. Strategic Transport Assessment and Transport evidence will be required to assess the effects of the development and the cumulative growth of Shifnal on the M54 Junction 3 and the A41/Stanton Road junction. The sites should be serviced from the A41/M54 Junction 3 along Stanton Road with traffic restrictions on commercial vehicle movements to the site using the A464 / Aston Street through Shifnal via the town centre. Sites SHF18b and SHF18d will share a principal access from Stanton Road to serve the employment area and Upton Lane to the viaduct bridge at the rail line will be improved and modified to form the primary distributor road serving the site. Upton Lane forms an historic thoroughfare and the road route or its historical presence will need to be conserved in the development. It is desirable for the viaduct bridge to remain open to pedestrian and cyclist movements. Significant and effective pedestrian and cycle links will be provided along Stanton Road, into and through the development to encourage safe and sustainable patterns of movement between the employment area and the town.</p> <p>Appropriate public transport links should be provided linking to parking facilities on the site to support wider use including the possibility for electric vehicle charging points. The potential to operate a dedicated Park and Ride service should also be investigated. Natural environment assets in proximity to the site and any priority habitats will be safeguarded and buffered. Site design and layout will respect any local heritage assets and the potential for archaeological deposits which will be recorded. Green infrastructure will protect the settings for any identified heritage assets. Historic field patterns and hedgerows will be retained by Green Infrastructure within the grain of the development. Any removal of trees or hedgerows will be replaced as part of the structural planting for the employment area.</p>

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
 (where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF019</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	0%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which has a moderate performance against each of purpose 2; purpose 3; and purpose 4. The Green Belt Review undertaken for Shropshire indicates that this Green Belt parcel, if released for development would have a moderate-high level of harm on the Green Belt due to the level of encroachment on countryside and the weakening of the role of adjoining areas with regard to purpose 3. However, SHF019 is an identified sub-parcel which would have a moderate level of harm if released from the Green Belt.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Onto A464
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Outside 30mph limit but this can be extended but will need traffic calming / gateway feature. Consideration should be given to a shared main road junction with other sites off the A464.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y

<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
<i>Ecology Comments Significant Constraints:</i>	Reduction in no. of houses due to presence of GCNs.
<i>Ecology Comments Other Constraints:</i>	There are ponds adjacent to the north-eastern boundary - one is a known GCN breeding pond and the other is likely to contain GCNs. A buffer of at least 50m around the ponds are likely to be required, but this may be higher given the number of known GCN breeding ponds in the area. Requires botanical survey, Ecla and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Potential to increase the amount of POS available in Shifnal. Opportunity to greatly increase habitat available and connectivity for GCNs.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impact on setting of Grade II listed house known as The Terrace (NHLE ref. 1053636). Site also includes a former brickworks (HER PRN 01825). Large size of site also suggests it may have other archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs, archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	mature tree within site and hedgerows to the boundaries
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover on the site
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	A464 to the north boundary of the site. Significant historic pond noted on site now filled in potentially causing a contaminated land issue.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to the road. Contaminated land remediation likely to be available.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the south-east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This larger, gently sloping greenfield site (10ha) is situated to the south of Shifnal adjoining the A464 Wolverhampton Road. This site has the potential for an appropriate highway junction with signage and traffic calming to form a new gateway to Shifnal particularly marked by an extension of the speed restricted zone. However, SHF019 on its own has only limited potential because it does not form a secondary frontage with Park Lane to the south. A new gateway at SHF019 would have the potential along with site P15b(west) to provide the highway entry point into the larger area of safeguarded land south and west of the town identified in site SHF034 which is proposed to be released from the Green Belt and safeguarded for an extension to Shifnal to meet the future development needs of the town. The land around SHF019 is currently located within the Green Belt and the release of land would have a moderate-high harm to the Green Belt. However, SHF019 would have a lower, moderate harm due to its relative position adjacent to the ridgeline that lies to the south of the site and separates the land from the wider Green Belt. The release of this land with the collection of sites in SHF034 to the south and west of Shifnal would facilitate the provision of a strategic highway link from the A464 (south) to the A4169 (south west) to reduce congestion on the highway network through the town and locally on the constrained Park Lane as part of a significant urban extension to meet Shifnal's future development needs beyond 2038. SHF019 is close to the built form of the town with the adjacent safeguarded sites SHF015 and SHF029 now proposed for residential development. The varying topography influences its landscape sensitivity to medium-low but the land remains visible with medium-high sensitivity. The site has no known flood risk (Flood Zone 1). The site requires Ecological Assessment, Arboricultural Assessment and a Botanical Survey. The presence of protected or priority species close to the site would require appropriate conservation, retention, mitigation and enhancement to sustain its function in the Environmental Network. The presence of priority habitat may also reduce the developable area to a degree. The site has mature field trees and boundary hedgerows which should be retained or any removal mitigated by compensatory planting. The site lies in the setting of a number of listed buildings (Grade II) requiring a Heritage Assessment including archaeological assessment to assess the historical significance. Proximity to the A464 indicates a potential noise nuisance requiring a design solution in any development and evidence of an infilled historical pond may suggest some ground contamination. The site has a Good sustainability rating due to the accessibility to many of Shifnal's facilities which mitigates for potential effects on the environmental values of the site. The site lies in a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the north.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>No</b>
<b>Potential for Allocation?</b>	<b>No</b>
<b>Recommendation</b>	<b>Remove land from Green Belt and safeguard for future development</b>

<p><b>Reasoning</b></p>	<p>A number of Green Belt sites when taken in combination may provide a strategic opportunity to meet the longer term development needs of Shifnal. SHF019 has the potential to provide an access to the A464 (south) and contribute to a large scale housing development with sites P15b(west), SHF017 (excluding P17b) and P16. This would create a continuous link road between the two principal highways at A4169 and A464 and remove any traffic burden on the country lane at Park Lane. SHF019 has the benefit of having medium-low landscape sensitivity and only moderate harm to the Green Belt from its release for development. Although these factors must be balanced with the moderate-high visual sensitivity of SHF019 and the moderate-high harm to the Green Belt from the release of sites P16 and SHF017. The release of SHF019 is considered to be justified in order to deliver the new strategic link from the A4169 to the A464 in combination with sites P15b(west), P16 and SHF017, related highway improvements at Five Ways and Innage Road, provision of a range of housing opportunities to meet local needs and to improve the provision of community facilities and commercial services for existing and new residents of the town. The provision of a strategic highway junction to the A4169 is also considered to present the opportunity to develop site P17b north of the A4169 Bridgnorth Road. This will further contribute to the long term provision of new housing and create a future opportunity for a one way gyratory system via a railway under-pass to link to the A464 (west) in combination with the sister under-pass on Innage Road. These land parcel may accommodate employment development within the broad range of land parcels that may be released as site SHF034 to the south and west of the town. To complement these proposals, the release of sites SHF018b and SHF018d will meet the longer term needs for employment in the town and so, employment is not currently recommended as an option in relation to this group of sites.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF019VAR</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	8%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which has a moderate performance against each of purpose 2; purpose 3; and purpose 4. The Green Belt Review undertaken for Shropshire indicates that this Green Belt parcel, if released for development would have a moderate-high level of harm on the Green Belt due to the level of encroachment on countryside and the weakening of the role of adjoining areas with regard to purpose 3. However, SHF019VAR is an identified sub-parcel which would have a moderate level of harm if released from the Green Belt.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	A464
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Assuming review and extension of 30 speed limit and traffic calming/gateway.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y



<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
<i>Ecology Comments Significant Constraints:</i>	Protection of ponds on and adjacent to the site will reduce the no. of houses possible.
<i>Ecology Comments Other Constraints:</i>	There is a pond on the site in which GCNs are likely to be present. There is a GCN breeding pond adjacent to the north-western boundary. Retention and protection of the ponds (with appropriate buffers) will reduce the no. of houses possible. Given the number of known GCN ponds in the area, a large amount of mitigation land is likely to be required. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds. Hedgerows, trees and ponds will need to be buffered.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Potential to increase the amount of POS available in Shifnal. Opportunity to greatly increase habitat available and connectivity for GCNs.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impact on setting of Grade II listed house known as The Terrace (NHLE ref. 1053636). Site also includes a former brickworks (HER PRN 01825). Large size of site also suggests it may have other archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs, archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	TPO on land adjacent northern boundary
<i>Tree Comments Other Constraints:</i>	hedgerows, mature trees, groups of trees within and around site. Pond in south-west part of site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	enhance tree cover within site, to deliver net gain for biodiversity. Retain pond and expand tree cover around it within public open space as part of future development
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	A464 to the north boundary of the site. Significant historic pond noted on site now filled in potentially causing a contaminated land issue.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to the road. Contaminated land remediation likely to be available.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the south-east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This extended greenfield site comprises SHF019 (10ha) which is a gently sloping greenfield site that runs into the western portion of site P15b of similar character. These combined sites provide an extended development opportunity comprising SHF019 to the north fronting the A464 Wolverhampton Road and site P15b(west) to the south fronting Park Lane. The two sites together offer the potential for an appropriate highway junction with signage and traffic calming to form a new gateway to Shifnal particularly marked by an extension of the speed restricted zone. This new gateway would provide the highway entry point into the larger area of safeguarded land south and west of the town proposed for a future extension to Shifnal to meet the future development needs of the town. The addition of site P15b(west) to site SHF019 to form SHF019VAR would enable a new highway to pass from the A464 to Park Lane to connect with the extended land mass identified as site SHF034. The two sites combined in SHF019VAR (SHF019 and P15bwest) are currently located within the Green Belt where the release of land in this locality would have a moderate-high harm to the Green Belt. SHF019VAR would have a lower, moderate harm due to the relative position of these adjacent sites behind the ridgeline that lies to the south of site SHF019VAR. The release of SHF019VAR as part of SHF034 combining parcels to the south and west of Shifnal would facilitate the provision of a strategic highway link from the A464 (south) to the A4169 (south-west). This would help to reduce congestion on the highway network through the town and locally on the constrained Park Lane as part of a significant urban extension to meet Shifnal's future development needs beyond 2038. The release of SHF019VAR with other parcels to the west would particularly reduce traffic impacts on the constrained Park Lane that accommodates one of the primary schools serving Shifnal. SHF019VAR is close to the built form of the town with the adjacent safeguarded sites SHF015 and SHF029 now proposed for residential development. The varying topography in this area of Shifnal influences its landscape sensitivity to medium-low but the land remains visible with medium-high sensitivity. The site has no known flood risk (Flood Zone 1). The site requires Ecological Assessment, Arboricultural Assessment and a Botanical Survey. The presence of protected or priority species close to the site would require appropriate conservation, retention, mitigation and enhancement to sustain its function in the Green Infrastructure network. The presence of priority habitat may also reduce the developable area to a degree. The site has mature field trees and boundary hedgerows which should be retained or any removal mitigated by compensatory planting. The site lies in the setting of a number of listed buildings (Grade II) requiring a Heritage Assessment including archaeological assessment to assess the historical significance. Proximity to the A464 indicates a potential noise nuisance requiring a design solution in any development and evidence of an infilled historical pond may suggest some ground contamination. The site has a Fair sustainability rating due to the accessibility to some of Shifnal's facilities but the larger distance to the town centre and the relative environmental values of the site. The site lies in a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the north.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>No</b>
<b>Potential for Allocation?</b>	<b>No</b>
<b>Recommendation</b>	<b>Remove this extended area of land from Green Belt and safeguard for future development</b>

<p><b>Reasoning</b></p>	<p>A number of Green Belt sites when taken in combination may provide a strategic opportunity to meet the longer term development needs of Shifnal. SHF019VAR has the potential to provide an access to the A464 (south) and contribute to a large scale housing development with sites P15b(west), SHF017 (excluding P17b) and P16. This would create a continuous link road between the two principal highways at A4169 and A464 and remove any traffic burden on the country lane at Park Lane. SHF019VAR has the benefit of having medium-low landscape sensitivity and only moderate harm to the Green Belt from its release for development. Although these factors must be balanced with the moderate-high visual sensitivity of SHF019VAR and the moderate-high harm to the Green Belt from the release of sites P16 and SHF017. The release of SHF019VAR is considered to be justified in order to deliver a new strategic link from the A4169 to the A464 in combination with sites P15b(west), P16 and SHF017, related highway improvements at Five Ways and Innage Road, provision of a range of housing opportunities to meet local needs and to improve the provision of community facilities and commercial services for existing and new residents of the town. The provision of a strategic highway junction to the A4169 is also considered to present the opportunity to develop site SHF017 (north) which lies to the north of the A4169 Bridgnorth Road. This will further contribute to the long term provision of new housing and create a future opportunity for a one way gyratory system via a railway under-pass to link to the A464 (west) in combination with the sister under-pass on Innage Road. These land parcel may accommodate employment development within the broad range of land parcels that may be released as site SHF034 to the south and west of the town. To complement these proposals, the release of sites SHF018b and SHF018d will meet the longer term needs for employment in the town and so, employment is not currently recommended as an option in relation to this group of sites.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**



<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Due to small scale of development
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	There is a GCN breeding pond across the road to the east of the site. Mitigation land may be required on the site. Requires EclA and surveys for bats, GCNs (ponds within 250m), badgers and nesting birds. Hedgerows and trees will need to be buffered.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	small site restricted by mature trees particularly on eastern boundary
<i>Tree Comments Other Constraints:</i>	trees to east and southern boundaries
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	landscaping potential limited by small size of site
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise source from depot and access to allege lane industrial site noise sources. Possible contaminated land.
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shifnal's proximity and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.
<b>Strategic Considerations:</b>	<p>Site SHF021 forms a small rectangular paddock adjacent to an area of mixed residential and employment allocations. The development of the allocated land will extend the built form of the town to join with the peripheral developments of the Shifnal Hillcrest School and the existing Shifnal Industrial Estate. Site SHF021 has a large frontage to Lamledge Lane with an existing gated field entrance and would require an appropriate highway junction and provision of a footway to link to the existing footway network to the north where Lamledge Lane forms a junction with Aston Road. The site has no known flood risks either from watercourses or surface water runoff. The distance from the current built form of the town also suggests limited heritage value but as part of the larger land parcels the archaeological potential of the site may need to be investigated. The site does lie over a Source Protection Zone encompassing the east of Shifnal but SHF021 is some distance from the core zone located on Stanton Road to the north. The site would require detailed ecological assessment and protection of the trees and hedgerows on the eastern boundary. The need to protect trees and hedgerows and to enhance the Green Infrastructure network in this part of town would constrain the site capacity particularly in the east of the site. Noise assessment is required due to proximity to the surrounding employment uses and the commercial traffic using Lamledge Lane with appropriate mitigation measures to be provided in the layout, design, materials and landscaping of the built development to provide satisfactory standards of residential amenity. The site has a fair sustainability rating due to accessibility to some of Shifnal's facilities which mitigates for the potential effects of the environmental values of the site. The site is situated in Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. However, given the scale of the site it is unlikely that in isolation it could accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>Yes</b>
<b>Potential for Allocation?</b>	<b>No</b>
<b>Recommendation</b>	<b>Land within existing Shifnal development boundary</b>

<p><b>Reasoning</b></p>	<p>This small development opportunity will remain as a pocket of agricultural land on the edge of an extensive area of mixed use development extending the built form of the town to the east. The site has the potential to complete the pattern of development in this location, to help meet the housing needs of the town and to provide new housing close to the existing and proposed new employment areas serving Shifnal. The development potential of the land requires further detailed assessment but the land lies within the development boundary, will soon form a stronger element of the built form of the town with direct access to the highway network and the capacity to join with the footway network. The detailed assessments may reveal the development potential of the site but the site is likely to have limited capacity for residential use due to its size and environmental qualities around the eastern boundary.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

**\*Green Belt Purposes  
(where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF022</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	0%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	This site is currently safeguarded for future development
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Onto A464
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Outside 30mph limit but this can be extended but will need traffic calming / gateway feature. Consideration should be given to a shared main road junction with other sites off the A464.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y



<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	18
<i>Ecology Comments Significant Constraints:</i>	Reduction in developable area due to presence of woodland/Env. Network..
<i>Ecology Comments Other Constraints:</i>	The site consists of Env. Network corridor and is adjacent to what looks like excellent GCN and reptile terrestrial habitat. Requires botanical survey, Ecla and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds. The woodland will need to be appropriately buffered.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Opportunity to greatly increase habitat available and connectivity for GCNs.
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	NB. 2008 Heritage Assessment by Waterman CMP Ltd still largely valid
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	hedgerows and mature tree to south and east site boundaries and mature woodland to the north
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to extend woodland cover and create 15m buffer with the woodland to the north
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the south-east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	<p>Whilst Shifnal's proximity and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Strategic Considerations:</b>	<p>This smaller, relatively flat greenfield site (1.7ha) is situated on the south-eastern edge of Shifnal adjoining the A464 Wolverhampton Road. This site offers the potential for a suitable highway junction onto the A464 that might be shared with adjoining sites and to provide for an extension of the speed restricted zone and traffic calming. The site adjoins the built form of the town and is currently safeguarded for development and so, has no direct effect on the Green Belt. The land comprises a relatively flat area of land used for grazing which influences its landscape sensitivity (medium-low) but the land has an open aspect with a higher visual sensitivity (medium-high). The site has no known flood risk (Flood Zone 1). The site requires Ecological Assessment, Arboricultural Assessment and a Botanical Survey. The presence of protected or priority species close to the site would require appropriate conservation, retention, mitigation and enhancement to sustain its function in the Environmental Network. The presence of priority habitat may also reduce the developable area to a degree. The site has mature trees and hedgerows to the south and east boundaries and mature woodland to the north which should be retained or any removal mitigated by compensatory planting. Proximity to the A464 indicates a need for a noise assessment and mitigation as part of the design solution in any development. The site has a Fair sustainability rating due to the accessibility to many of Shifnal's facilities which mitigates for potential effects on the environmental values of the site. The site lies in a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the north.</p> <p>The site is situated in Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. However, given the scale of the site it is unlikely that in isolation it could accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<b>Yes</b>
<b>Potential for Allocation?</b>	<b>Yes</b>
<b>Recommendation</b>	<b>Include this previously safeguarded land within the development boundary and allocate for housing development</b>

<p><b>Reasoning</b></p>	<p>Site SHF022 has been safeguarded for future development and the evidence of the developability of the site provides positive indications of the suitability and availability of the land. Although the site has environmental qualities worthy of protection, the land does not form part of the Green Belt, now lies on the built edge of the town and was previously indicated as land suitable for future development. The woodland known as Revell's Rough lies between this site and further safeguarded land to the north and presents a development challenge to bring the land forward and to incorporate the woodland into the development scheme. The site is better suited to housing use and lies in an area currently preferred by the housing market with significant existing investment in infrastructure to support further development. The evidence for developing this smaller area of safeguarded land is sufficient to justify specifically allocating this land for housing use to contribute to the residual requirement for housing in Shifnal. This land is not suited to employment development because of the smaller size of the areas, close proximity to existing housing development and the sensitivities to landscape (medium) and visual (high) impacts which are greater than for housing development.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	<p>around 100 dwellings with SHF023 part</p>
<p><b>If proposed for Allocation Design Requirements:</b></p>	<p>These two sites SHF022 and SHF023 (south) 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 any 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.</p>

**\*Green Belt Purposes  
(where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF023</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	3%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	0%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	This site is currently safeguarded for future development
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Onto A464 but not onto Lamledge Lane
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Outside 30mph limit but this can be extended but will need traffic calming / gateway feature. Consideration should be given to a shared main road junction with other sites off the A464. This site (420 homes) should not have highway (vehicular) access onto Lamledge Land unless major improvements can be delivered along its whole length and along Upton Lane.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y

<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	18
<i>Ecology Comments Significant Constraints:</i>	Reduction in no. of houses due to presence of GCNs and woodland/Env. Network. If priority habitats are present, development is not recommended.
<i>Ecology Comments Other Constraints:</i>	The site consists of Env. Network corridor. The site may contain priority grassland and woodland habitats - botanical survey required. If priority habitats are present then the site should not be developed. There are GCN breeding ponds on the site. A buffer of at least 50m around the ponds are likely to be required, but this may be higher given the number of known GCN breeding ponds in the area. This site looks like it contains some excellent GCN and reptile terrestrial habitat. Requires botanical survey, Ecla and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds. The woodland and hedgerows will need to be appropriately buffered.
<i>Ecology Comments Management of Constraints:</i>	If priority habitat, site should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Potential to increase the amount of POS available in Shifnal. Opportunity to greatly increase habitat available and connectivity for GCNs.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site previously included areas of ridge and furrow (HER PRN 21024) but EA Lidar data indicates these are now ploughed out. Large size of site also suggests it may have other archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	block of mature woodland across centre of site and groups of trees around existing development in northern end of site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to extend woodland cover and use good site layout and design to ensure significant trees are successfully incorporated into and add value to the development. Opportunity to create larger area of publicly accessible woodland, around existing block of woodland
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	A464 to south of the site and railway line to the north creating noise sources. To north of rail is an industrial area also creating potential noise, dust, odour etc.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to the road and rail.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the south-east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	<p>Whilst Shifnal's proximity and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Strategic Considerations:</b>	<p>This larger, relatively flat greenfield site (14ha) is situated on the south-eastern edge of Shifnal adjoining the A464 Wolverhampton Road. The site is separated into two discrete land parcels situated to the north and south of the Revell's Rough woodland. The northern parcel is relatively isolated being served by the Lamledge via a restricted road bridge over the railway and comprising a relatively tranquil area of land close to the town. The southern parcel sits on the A464 frontage and mirrors the size and situation of adjoining site SHF022. This southern area of the site offers the potential for a suitable highway junction onto the A464 that might be shared with adjoining sites and to provide for an extension of the speed restricted zone and traffic calming. The site is close to the built form of the town and is currently safeguarded for development and so, has no direct effect on the Green Belt. The land southern area comprises a relatively flat area of land which influences its landscape sensitivity (medium-low) but the land has an open aspect to the west and east with a higher visual sensitivity (medium-high). The site has no known flood risk (Flood Zone 1). The site requires Ecological Assessment, Arboricultural Assessment and a Botanical Survey. The presence of protected or priority species close to the site would require appropriate conservation, retention, mitigation and enhancement to sustain its function in the Environmental Network. The presence of priority habitat may also reduce the developable area to a degree. The site has mature trees and hedgerows to the north boundaries and the mature woodland of Revell's Rough which should be retained or any removal mitigated by compensatory planting. Proximity to the A464 to the south indicates a potential noise nuisance requiring a design solution in any development. The site has a Fair sustainability rating due to the accessibility to many of Shifnal's facilities which mitigates for potential effects on the environmental values of the site. The site lies in a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the north. The site is situated in Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. However, given the scale of the site it is unlikely that in isolation it could accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<b>Yes but only the southern portion of the larger site</b>
<b>Potential for Allocation?</b>	<b>Yes but only the southern portion of the larger site</b>
<b>Recommendation</b>	<p><b>Include the previously safeguarded land fronting the A464 up to and including Revells Rough within the development boundary and allocate for housing development</b></p> <p><b>The land north of Revells Rough to remain outside the development boundary and be safeguarded for future development</b></p>

<p><b>Reasoning</b></p>	<p>Site SHF023 has been safeguarded for future development and the evidence of the developability of the site provides positive indications of the suitability and availability of the land. Although the site has environmental qualities worthy of protection, the land does not form part of the Green Belt, now lies close to the built edge of the town and was previously indicated as land suitable for future development. The woodland known as Revell's Rough separates this site into two discrete areas with further safeguarded land to the north. Revell's Rough therefore presents a development challenge to bring the land forward and to incorporate the woodland into the development scheme in a manner that would permit the land to the north to be made available for development. The area of the site on the A464 frontage is suited to housing use and lies in an area currently preferred by the housing market with significant existing investment in infrastructure to support further development. The evidence for developing this smaller area of safeguarded land on the A464 frontage is sufficient to justify specifically allocating this land for housing use to contribute to the residual requirement for housing in Shifnal. This land is not suited to employment development because of the smaller size of the areas, close proximity to existing housing development and the sensitivities to landscape (medium) and visual (high) impacts which are greater than for housing development.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	<p>around 100 dwellings with SHF022</p>
<p><b>If proposed for Allocation Design Requirements:</b></p>	<p>These two sites SHF022 and SHF023 (south) 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.</p>

**\*Green Belt Purposes  
(where applicable):**





<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Small scale development
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	24
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	Requires surveys for bats and nesting birds.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site located partially within and adjacent to the Shifnal Conservation Area and potentially within the settings of a number of listed buildings. Currently occupied by a number of buildings that may comprise non-designated heritage assets. Also located within the medieval core of Shifnal and may have high archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on character and appearance of CA and settings of LBs; historic buildings assessment; archaeological DBA + evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	residential hedges border western boundary
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	enhance tree cover within site, to deliver net gain for biodiversity.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise sources of main roads. Contaminated land survey will be required.
<i>Public Protection Comments Management of Constraints:</i>	Contaminated land survey. Noise assessment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located in the centre of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shifnal's proximity and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.
<b>Strategic Considerations:</b>	<p>This brownfield site is currently in a productive use as a retail vehicular sales places and repair workshop in the retail core of the town with direct access to the highway network from a service road on the frontage to Cheapside/Bradford street and a secondary access to Shrewsbury Road. The current use would indicate the need for investigation of possible ground contamination with treatment during any redevelopment of the land. The site has no known watercourse flooding risk and only a small peripheral risk of surface water flooding in severe conditions. The site has the potential for a small scale redevelopment opportunity but residential use would reduce the floorspace in the retail core. The location in the retail core on a principal junction between Shrewsbury Road and Bradford Street would require a noise assessment of highway traffic movements. This assessment may require appropriate mitigation measures in the layout, design, materials and landscaping of any built development particularly to provide satisfactory standards of residential amenity in an housing redevelopment. The site will require a heritage impact assessment as it lies within the medieval core of Shifnal and partially within and adjacent to the Shifnal Conservation Area and in the setting of a number of listed buildings. The assessment should consider impacts on the character and appearance of the Conservation Area, investigation of the archaeological potential of the site and the presence of non-designated heritage assets on the site. Any redevelopment will require strengthening of the Green Infrastructure network including the protection of hedgerows on the western boundary. The site lies over a Source Protection Zone covering Shifnal town but is some distance from the core zone located on Stanton Road to the east.</p> <p>The site is situated in Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. However, given the scale of the site it is unlikely that in isolation it could accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>Yes</b>
<b>Potential for Allocation?</b>	<b>No</b>
<b>Recommendation</b>	<b>Land within existing Shifnal development boundary</b>

<p><b>Reasoning</b></p>	<p>This small site should continue in its current use provided the site and location remain viable for this business use. The redevelopment of the site has the potential to contribute to the range of uses and the vitality and viability of the retail core of the town. The redevelopment potential of the land requires further detailed assessment but the land lies within the development boundary, forms an integral part of the urban form and retail area with direct access to the highway network and is well served by the footway network. The detailed assessments may reveal the site has ground contamination but forms a significant part of the heritage of this historic town.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

**\*Green Belt Purposes  
(where applicable):**



<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Small scale development.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	23
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	Requires surveys for bats and nesting birds.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site located partially within and adjacent to the Shifnal Conservation Area. Currently occupied by a former works industrial that is likely to comprise non-designated heritage assets. Also located within the post-medieval core of Shifnal and may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on character and appearance of CA; historic buildings assessment; archaeological DBA + evaluation).
<i>Heritage Comments Opportunities:</i>	A scheme which seeks to retain and convert elements of the most significant former works buildings would help to conserve and enhance the character and appearance of the Conservation Area
<i>Tree Comments Significant Constraints:</i>	conservation area
<i>Tree Comments Other Constraints:</i>	hedge to southern boundary and a few trees within the site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	limited opportunity for small scale tree planting to enhance urban tree cover
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Contaminated land investigation required, noise assessment for Shrewsbury and Victoria Road.
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located in the centre of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shifnal's proximity and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.
<b>Strategic Considerations:</b>	<p>This brownfield site accommodates a former industrial works but is a relatively high quality sandstone building with the potential to be a non-designated heritage asset worthy of retention and conversion to a new use to conserve and enhance the character and structure of the building . The site will require a heritage impact assessment as it lies within the medieval core of Shifnal and partially within and adjacent to the Shifnal Conservation Area and in the setting of a number of listed buildings. The assessment should consider impacts on the character and appearance of the Conservation Area, investigation of the archaeological potential of the site and the presence of non-designated heritage assets on the site. The site has direct access to the highway network from a generous drop kerb access on Shrewsbury Road with the potential for a secondary rear access to Victoria Road subject to traffic flows and on street parking constraints on these accesses. The previous industrial use of the site indicates the need for investigation of possible ground contamination with treatment during any redevelopment of the land. The site has no known watercourse flooding risk and no known surface water flooding even in severe conditions. The site has the potential for a small scale redevelopment opportunity but residential use would require a noise assessment of highway traffic movements with appropriate mitigation measures in the layout, design, materials and landscaping of any built development to provide satisfactory standards of residential amenity. Any redevelopment will require strengthening of the Green Infrastructure network including the protection of hedgerows on the southern boundary and trees within the site which contribute to the character of the Conservation Area. The site lies over a Source Protection Zone covering Shifnal town but is some distance from the core zone located on Stanton Road to the east.</p> <p>The site is situated in Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. However, given the scale of the site it is unlikely that in isolation it could accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>Yes</b>
<b>Potential for Allocation?</b>	<b>No</b>
<b>Recommendation</b>	<b>Land within existing Shifnal development boundary</b>

<p><b>Reasoning</b></p>	<p>This small redevelopment opportunity requires a new productive use for these historical industrial buildings. They are of substantial construction and could offer attractive accommodation for either a contemporary employment or residential use. The redevelopment of the site for residential use has the potential to contribute to the range and choice of housing types and sizes in the town and is located close to the central retail area. The redevelopment potential of the land requires further detailed assessment but the lies within the development boundary, forms an integral part of the urban form, is close to the principal Five Ways Junction and is readily accessible to the strategic routes into/out of town on the A4169 and the A464 to M54 Junction 4. The site is well served by the urban highway network and footway network to the front and rear of the site. The detailed assessments may reveal ground contamination but the site has the potential to be confirmed as a significant element of the industrial heritage of this historic town.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

**\*Green Belt Purposes  
(where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF029</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	3%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	16%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	This site is currently safeguarded for future development
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Onto Park La
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	N. Unless access can be gain access to A464 via SH015 and/or SHF019.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N



<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	N. Unlikely that necessary improvements along Park La can be secured due to the need for third party land.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
<i>Ecology Comments Significant Constraints:</i>	Reduction in no. of houses due to presence of GCNs. If priority habitats are present, development is not recommended.
<i>Ecology Comments Other Constraints:</i>	The site forms an Env. Network corridor and is covered by a TPO. The site may contain priority grassland habitat - botanical survey required. If priority habitats are present then the site should not be developed. There are GCN breeding ponds adjacent to the site. A buffer of at least 50m around the ponds are likely to be required, but this may be higher given the number of known GCN breeding ponds in the area. This site looks like excellent quality GCN and reptile terrestrial habitat. Requires botanical survey, Ecla and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds.
<i>Ecology Comments Management of Constraints:</i>	If priority habitat, site should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat Opportunity to greatly increase habitat available and connectivity for GCNs.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible earthwork remains of ridge and furrow (HER PRN 21024) present across much of the site.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + ?Level 2 earthwork survey).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	mature trees may be under TPO
<i>Tree Comments Other Constraints:</i>	mature trees and scrub around site boundaries. Mature tree at tight site access may be a constraint
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover on the site
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	Good site with no notable constraints identified.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the south-east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This generally flat, small brownfield site (1.4ha) is situated on the south-eastern edge of Shifnal next to the current development by Redrow Homes. The site adjoins Park Lane where highway access would be constrained by roadway capacity and the limited opportunity for highway improvements. The developability of the land would rely on a suitable access onto the A464 Wolverhampton Road. The proximity to the built form of the town reduces its landscape sensitivity (medium-low) but increase the visual sensitivity (medium-high). The site has no known flood risk (Flood Zone 1) but the land may be prone to inundation which requires a detailed flood risk assessment. The site would require an Ecological Assessment, Arboricultural Assessment and Botanical Survey. The presence of protected or priority species would require appropriate conservation, retention, mitigation and enhancement to help sustain the site character and its function as part of the Environmental Network. The presence of known priority habitat including grassland and ponds within and surrounding the site may reduce the developable area to permit the restoration and enhancement of this habitat. The mature hedgerows and trees within and around the site should be retained especially where protected by a Tree Preservation Order. The site has some heritage value which would require an archaeological appraisal through a Heritage Assessment. The site has a Fair sustainability rating reflecting its accessibility to recreational facilities and services which help to offset the environmental values of the site. The site lies in a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the north.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>Yes</b>
<b>Potential for Allocation?</b>	<b>Yes</b>
<b>Recommendation</b>	<b>Include this previously safeguarded land within the development boundary and allocate for housing development</b>

Reasoning	<p>Site SHF029 has been safeguarded for future development and the evidence of the developability of the site provides positive indications of the suitability and availability of the land. Although the site would be better suited to housing use the open land on the site has environmental qualities worthy of protection. The evidence for developing this small area of safeguarded land is not sufficient to justify specifically allocating this land for housing but it might form a suitable windfall site subject to an appropriate development proposal that conserved the value of the site. This land is not suited to employment development because of the smaller size of the areas, close proximity to existing housing development and the sensitivities to landscape (medium) and visual (high) impacts which are greater than for housing development. Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
Further Main Modifications Required	No
If proposed for Allocation, Potential Capacity:	around 65 dwellings with SHF015
If proposed for Allocation Design Requirements:	<p>Site SHF029 to be developed as a single scheme in conjunction with site SHF015 to provide a broad range of housing types to meet local needs. Development site excludes Beech House (non-designated heritage asset HER PRN 34751) with garden, curtilage building and frontage walling to A464. Beech House forms part of urban land and no longer safeguarded for future development. Consideration may be given to sympathetic restoration/conversion of house and curtilage buildings. Existing northern access to Beech House to be closed and sealed with existing gates retained. Beech House to be serviced from existing southern access. Highway junction to be situated at northern point on A454 frontage to provide safe junction with good visibility and appropriate measures to manage traffic speeds and highway safety. The development should provide access to the footway and cycling network along the A464 to improve access to local services using 'active travel' options to walk, 'wheel' or cycle to local services.</p> <p>The need to conserve Beech House, protect the setting from effects of development and to deliver a safe and visible highway junction to A464 may require removal of mature trees on A464 frontage with complementary planting within the site. Consideration to be given to internal highway layout within the site to make effective use of the developable land and to improve the accessibility of the dwellings to the main and secondary accesses to encourage 'active travel' options to reach local services. Development of site SHF029 to give consideration to secondary access to Park Lane through access strip from backland boundary of site. Secondary access to provide pedestrian and cycling access to Park Lane offering a potentially safer access to local services including the local primary school and with emergency vehicular access into the site only. Green Infrastructure network to be enhanced to strengthen existing woodland mature trees around site, provide SUDs drainage system along boundary to safeguarded land to exclude built development and protect site from surface water flooding, open space with equipped play space to be provided, allow foraging and passage of species through the site and use of habitat at site margins. Heritage impact assessment to consider the heritage value of Beech House and the effect of development on the setting of the heritage asset and to investigate the archaeological potential of the site. Noise assessment required due to proximity to A464 with appropriate mitigation measures provided in the layout, design, materials and landscaping of the built development to provide satisfactory standard of residential amenity.</p>

\*Green Belt Purposes  
(where applicable):

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF032</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	5%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	7%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	21%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	0%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs moderately against purpose 2; moderately against purpose 3; and strongly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel which would have a high level of harm on the Green Belt if released for development due to the level of encroachment on countryside with regard to purpose 3 and the weakening of the role of adjoining areas with regard to purpose 4. No sub-parcels were identified which would have less harm.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Coppice Green La
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N

<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	N. The collective impact of the developments off Stanton Road and Coppice Green Lane will have an unacceptable impact on Aston Street and Curriers Lane and associated junctions which are already at or close to capacity.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	19
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	Requires botanical survey, ECLA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds. The woodland and adjacent hedgerows will need to be retained and appropriately buffered.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Probable impact on setting of Grade II* listed Aston Hall (NHLE ref. 1308059) and cluster of associated Grade II LBs. HER indicates site within the former park to Aston Hall (HER PRN 07504).
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs + archaeological DBA ).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	block of woodland adjacent north-west boundary and hedgerow and trees to west and southern boundaries.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to extend woodland cover and create 15m buffer with the existing and any future woodland
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to the west of the site creating a noise source. School to west which will create some noise however not anticipated to impact on the development in a detrimental way due to hours of operations etc.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to the road.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the north-east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This smaller, gently sloping greenfield site (3ha) is situated to the north-east of Shifnal adjoining Coppice Green Lane (west). The land is located within the Green Belt with a high harm caused by its release. Coppice Green Lane served from Stanton Road would provide an appropriate highway access subject to widening improvements to the Lane to increase highway and parking capacity. However, development of SHF032 will produce some increase in vehicle movements into Aston Street, Curriers Lane and highway junctions close to/exceeding their capacity. The site lies in the countryside but has few significant features which influences its landscape sensitivity to medium and but is elevated with a number of open aspects providing medium-high visual sensitivity. The site has some flood risk (Flood Zone 1) from a significant surface water risk in severe conditions. The site requires Ecological Assessment and Arboricultural Assessment. The presence of protected or priority species within or close to the site would require appropriate conservation, retention, mitigation and enhancement to sustain the site character and its function in the Environmental Network. The site has mature trees and hedgerows tot eh west and south and woodland to the north-west which should be retained or any removal mitigated by compensatory planting. The site lies in the setting of listed buildings (Grade II) requiring a Heritage Assessment including an archaeological assessment. The site has a Good sustainability rating due to the accessibility to many of Shifnal's facilities which mitigates for potential effects on the environmental values of the site. The site lies in a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the north.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>No</b>
<b>Potential for Allocation?</b>	<b>No</b>
<b>Recommendation</b>	<b>Protect land within the Green Belt</b>

<p><b>Reasoning</b></p>	<p>Site SHF032 is situated on the edge of Shifnal adjoining the mixed use developments along Coppice Green Lane and close to the building conversions within the Aston Hall complex. SHF032 offers the potential to enclose some of these mixed use developments and to create a 'sense of place' by consolidating the built urban form along Coppice Green Lane. This sense of place is intended to settle the preferred use of SHF032 to further consolidate the open spaces and recreational uses within the campus of Idsall School and to create an opportunity to improve the highway and cart parking capacities along Coppice Green Lane. This land is not suited to employment development because the sensitivities to landscape and visual impacts (both medium-high) are greater than for housing use.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF033</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	0%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	<p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs moderately against purpose 2; moderately against purpose 3; and strongly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel where the release for development would have a high level of harm on the Green Belt due to the weakening of the role of adjoining areas with regard to purpose 2 to separate adjoining towns and the level of encroachment on the setting of the town under purpose 4. No sub-parcels were identified which would have less harm.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	N
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Y. If access onto Coppice Green La can be secured across strip of land between
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assuming access can be secure to Coppice Green Lane via Aston Hall track
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y



<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Due to small scale development but would still add impact on Aston Street, Curriers lane and associated junctions
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	22
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	The site lies within an Env. Network corridor. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 250m), badgers, reptiles and nesting birds. Hedgerows and trees will need to be buffered.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	Site within walled garden and of the setting of Grade II* Aston Hall (NHLE ref. 1308059). Walled garden itself is likely to be deemed curtilage listed. Scheme in this location would only be possible if it could be justified as enabling development in line with Historic England's guidance.
<i>Heritage Comments Other Constraints:</i>	
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	area TPO adjacent to south-east of site
<i>Tree Comments Other Constraints:</i>	mature trees to north, west and east boundaries
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Ensure appropriate development stand-off from trees south of the site
<i>Tree Comments Opportunities:</i>	limited opportunity for small scale tree planting to enhance urban tree cover
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the north-east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shifnal's proximity and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.
<b>Strategic Considerations:</b>	<p>Site SHF033 lies in the setting of the Grade II* listed Aston Hall and is the walled garden that supplied the former kitchens to the Hall. The site could be accessed along the access lane into the Aston Hall complex but development of the site would have some affect on the surrounding highway network and principal junctions. The site is in the Green Belt adjoining the boundary with the town along Coppice Green Lane. The release of the land for development would have a high level of harm on the Green Belt arising from the weakening of the role of the Green Belt in separating adjoining towns and the encroachment into the setting of the town. The site would require detailed ecological assessment and protection of the trees and hedgerows around the site and the Tree Protection order to the south-east boundary. The need to protect trees and hedgerows and to enhance the Green Infrastructure network in this part of town would constrain the site capacity although there are only limited opportunities to enhance the tree cover across the site. The site has no known watercourse flooding risk and no known surface water flooding even in severe conditions. The site will require a heritage impact assessment as it lies within the setting of Aston Hall and its curtilage listed structures. The assessment should consider impacts on the significance and setting of the Hall and investigate the archaeological potential of the site. The site lies over a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the east.</p> <p>The site is situated in Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. However, given the scale of the site it is unlikely that in isolation it could accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	No
<b>Potential for Allocation?</b>	No
<b>Recommendation</b>	Protect land within the Green Belt

<p><b>Reasoning</b></p>	<p>This small curtilage listed feature should be protected as part of the history and interpretation of Aston Hall. The site forms part of the Green Belt containing the town on its north-eastern edge where the wall, tree and hedgerow boundary help to strengthen the edge of the Green Belt along Coppice Green Lane. The development potential of the land would require further detailed assessment but the release of this small site from the Green Belt to deliver windfall residential development would require evidence of very special circumstances.</p> <p>Whilst the site's location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF034</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	2%
<i>Percentage of site in Flood Zone 2:</i>	2%
<i>Percentage of site in Flood Zone 1:</i>	98%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	5%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	23%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	2%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within three Green Belt parcels which have moderate and strong performance against purposes 2 and 4; and moderate performance against purpose 3. The Green Belt Review undertaken for Shropshire indicates that these Green Belt parcels, if released for development, would have a moderate-high and high level of harm on the Green Belt due to the level of encroachment on countryside and the weakening of the role of adjoining areas with regard to purpose 3. One of the Green Belt parcels covering the site contains a sub-parcel (representing the entirety of the site within this particular parcel) which would have a moderate level of harm on the Green Belt.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low and Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium and Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium and Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High and High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Via a strategic link between Priorslee Road (link under railway bridge), A4169 and A464 but vehicular access onto Park Lane would be restricted.
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. With appropriate junctions and speed limit reviews and extension and traffic calming on the radial routes.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y.

<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. Assuming checks are made on any adverse impact on Innage Road and Church Street and associated junctions and mitigation provided if necessary.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	19
<i>Ecology Comments Significant Constraints:</i>	Protection of ponds, Env. Network and GCNs will reduce the no. of houses possible.
<i>Ecology Comments Other Constraints:</i>	Northern section: The northern boundary forms and Env. Network corridor (due to the presence of a vegetated railway line). This corridor should be buffered and enhanced. Southern section: Wesley Brook runs through this site and a large buffer of riparian habitat forms an Env. Network corridor. An appropriately sized buffer will be required from the Env. Network with no development within. This could be POS. Part of the north-western and south-western boundaries contain or are adjacent to Env. Network corridors and priority habitat (woodland) - these will also need to be appropriately buffered. There are GCN breeding ponds adjacent to the site. Retention and protection of the ponds (with appropriate buffers) will reduce the no. of houses possible. Given the number of known GCN breeding ponds in the area, a large amount of mitigation land is likely to be required, particularly in the south-eastern section of the site. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, otters, water voles, white-clawed crayfish, invertebrates and nesting birds. Hedgerows, trees and ponds will need to be buffered.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Potential to increase the amount of POS available in Shifnal. Opportunity to greatly increase habitat available and connectivity for GCNs.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impact on setting of Grade II listed Shifnal Manor (The Manor House - NHLE ref. 1176147), setting of Grade II listed house known as The Terrace (NHLE ref. 1053636) and cluster of associated Grade II LBs at Shifnal Manor. Site itself includes putative, but now largely discounted, site of Idsall (pre-1590 Shifnal - HER PRN 00757) and site of a 17th century mill pond. Site also includes a former brickworks (HER PRN 01825). Site includes non-designated historic buildings at Lodgehill Farm. Large size of site also suggests it may have other archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	TPOs adjacent site
<i>Tree Comments Other Constraints:</i>	belt of woodland to north of site along railway and group of trees in semi-natural habitat along watercourse in centre of site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	use good site layout and design to ensure significant trees are successfully incorporated into and add value to the development. Expand woodland cover along northern boundary and expand buffer along watercourse with a development stand-off
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Multiple noise sources including A4169 which will require noise assessment to ensure internal standards with windows open are achieved and impact on and from existing farm business off Park Lane marked as Lodghill farm. Brook known to flood.
<i>Public Protection Comments Management of Constraints:</i>	Noise survey, orientation, layout, standoff and working with existing business. Farm building use will likely be disturbing to residents.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the south-west of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This extended greenfield site comprises individual sites to the east with SHF019 (10ha) as a gently sloping greenfield site that runs into the western portion of site P15b of similar character running to Park Lane. The site then comprises individual sites to the west with P16 forming the land around the south of Lodgehill Farm and on the lower slopes of Lodge Hill and site SHF017 (south) forming the land around the north of Lodgehill Farm and along the woodland boundary to the urban edge of town, crossing the corridor of the Wesley Brook and fronting the A4169. Site SHF07 (north) continues to the north of the A4169 forming a gently sloping, open greenfield site adjoining the open urban edge of town and the green corridor along the railway embankment to the west of the town. of the west. These combined sites provide an extended development opportunity between the A464 Wolverhampton Road and the A4169 and would present a future opportunity to under pass the railway and link to the A464 west. These sites are located in the Green Belt where they serve to prevent urban development encroaching into the countryside and separate Shifnal from adjoining towns. The release of this land form the Green Belt would have a moderate-high harm to the Green Belt for sites SHF017 and P16. The local topography screens sites SHF019 and P15b west behind a ridgeline where the harm of release would be moderate. The landscape effects on the western parcels are medium-high lying below Lodge Hill but this screens the sites where the visual impact would be medium. To the east, the landscape impacts are medium and the visual impacts are medium-high where the land is open to views from the south and east but sites SHF019 and P15b west have the benefit of concealment behind the ridgeline. The land area is affected by the flood risks around the Wesley brook with its constrained watercourse through he town capable of being addressed by a roadway viaduct across the river channel and the creation of a Green Infrastructure network along the watercourse potentially to include public open space with equipped play space. There is a further risk of surface water flooding through local channels to the north-west and north- east within the site which are capable of being addressed through a SuDS system again to form part of the Green Infrastructure network. This would be supported by Ecological Assessment, Arboricultural Assessment and a Botanical Survey with the presence of protected or priority species requiring appropriate conservation, retention, mitigation and enhancement to sustain these as part of the Green Infrastructure network. This would consider the woodland boundary to the urban area, Tree Protection Order along the A4169 and strengthening of the green buffer along the rail line to the north. The site lies in the setting of a number of listed buildings requiring a Heritage Assessment including archaeological assessment to assess the historical significance. Proximity to the A464, A4169, rail line and to Lodgehill Farm would require a noise assessment with appropriate mitigation measures provided in the layout, design, materials and landscaping of the built development to provide satisfactory standard of residential amenity. Evidence of an infilled historical pond may suggest some ground contamination. The site has a Good sustainability rating due to the accessibility to some of Shifnal's out of centre facilities and the reasonable accessibility to the town centre. The site lies in a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the north.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	No
<b>Potential for Allocation?</b>	No
<b>Recommendation</b>	<p style="text-align: center;"><b>Protect the land north of the rail line within the Green Belt</b></p> <p style="text-align: center;"><b>The extended area of land south of the rail line and extending though the A4169 and up to the A464 (south) to be removed from the Green Belt and safeguard for future development</b></p>

<p><b>Reasoning</b></p>	<p>A number of Green Belt sites when taken in combination may provide a strategic opportunity to meet the longer term development needs of Shifnal that combine these sites to form SHF034 and contribute to a large scale housing development to meet the future needs of Shifnal. This would create a continuous link road between the two principal highways at A4169 and A464 to reduce congestion on the highway network through the town and locally on the constrained country lane at Park Lane. The release of SHF034 is considered to be justified to provide for the future needs of Shifnal delivering new strategic infrastructure investment, new housing opportunities, new community facilities and commercial services for the residents of the town and building on proposed highway improvements at Five Ways and Innage Road. The provision of new strategic highway to the A4169 and into site SHF017 (north) north of the A4169 Bridgnorth Road will facilitate the longer term provision of a roadway underpass linking the A464 west to create the potential for a one way gyratory system via the underpass onto the A464 and to return through the 'sister' under-pass at Innage Road. These land parcel may accommodate employment development within the broad range of land uses on site SHF034 however, the release of sites SHF018b and SHF018d will meet the longer term needs for employment in the town and so, employment is not currently recommended as an option for SHF034.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF035</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	14%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	<p>Within the Green Belt Assessment undertaken for Shropshire this site is considered within two Green Belt parcels (P15 and BA2). The assessment indicates that these parcels make no contribution against purposes 1a and 1b; perform moderately against purpose 2 and purpose 4; and performs either moderately or strongly against purpose 3.</p> <p>Within the Green Belt Review undertaken for Shropshire the element of the site located within P15 is considered, however Parcel BA2 (which contains a large portion of the site) was not specifically assessed. The review of parcel P15 indicates that there would be moderate-high harm to the Green Belt resulting from release (although a sub-parcel containing a small portion of this site would have moderate harm to the Green Belt if released).</p> <p>Within the Green Belt Review, the element of the site within parcel P15 is also considered within sub-opportunity area (Sh-1 and Sh-2), furthermore a sub-area of the parcel is also considered within opportunity area Sh-1a. The review of opportunity areas Sh-1 and Sh-2 indicates that there would be high harm to the Green Belt resulting from release. The review of sub-opportunity areas Sh-1a indicates that there would be moderate harm to the Green Belt resulting from release.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The site has three existing highway access points. Two of the existing accesses are on to minor roads, Lamledge Lane and Upton Lane with restricted width and forward visibility. Therefore, access to the site without improvements to Lamledge Lane and Upton Lane would need to be via the A464. The Development would provide an opportunity to upgrade the existing Junction on to the A464. Upton Crossroads is an Accident Cluster site due to the high approach speeds and restricted visibility for vehicles emerging on to the A464. The site appears to include land that would enable these improvements to be delivered if needed.</p> <p>If developed as a strategic site it is assumed that local services / facilities would be provided within a master plan that gave priority to sustainable modes of transport for local trips to these facilities. The nearest schools is St Andrews Primary School which is approximately 2km from the centre of the site and are linked by a continuous footway, which would require upgrading. The nearest convenience store and GP is in Shifnal Town Centre are approximately 2.5km from the centre of the site and are linked by a continuous footway.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	



<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for any employment use that generates airborne pollution or road traffic including HGVs. Detailed emissions modelling would be required due to proximity of designated wildlife sites. See LPR HRA.
<i>Ecology Comments Other Constraints:</i>	There is a patch of priority habitat woodland on the site that is TPO'd and within the Env. Network. This area should be retained and appropriately buffered. The eastern and southern boundaries form Env. Network corridors. There is a pond within the woodland and many others within 500m Requires an Kacia and surveys for bats, GCN (ponds within 500m), badgers and nesting birds.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	No known archaeological interest but site is of a large size, so may have some archaeological potential. Site detached from existing built edge of town, so development likely to be incongruous in relation to the semi-rural character of the immediate surroundings.
<i>Heritage Comments Other Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Trees and groups of trees and hedgerows associated with large ponds to the west of the site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Ensure appropriate development stand-off from trees and woodland.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Incorporate good trees and tree groups as part of open space within development and plan strategically for a network of connected green infrastructure. Look to connect to / expand block of woodland to the west of the site.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from road to south and rail to north. Potential contaminated land (not had access to systems to check on this aspect). Possible odour from farm buildings close to edge of site.
<i>Public Protection Comments Management of Constraints:</i>	Remediation likely to be available for contaminated land. Appropriate assessments will be necessary. Noise mitigation likely to be available. As a first option it is recommended that noise sensitive receptors (residential properties) are provided with sufficient distance from noise sources to avoid issues. Where this is not possible good design and layout including orientation and layout of development, glazing barriers including fencing and bunding, mechanical ventilation. Odour concerns can be reduced by having separation distance from odour sources and where possible not placing residential down wind from odour sources.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the south-east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This extended greenfield site comprises two Green Belt land parcels at P15 and Broad Area 2 (BA2) which comprise an open ridgeline running north towards the rail line enclosing two large man made but naturalising ponds within parcel P15 and open land sloping downwards to the east into the Green Belt as part of BA2. This second area includes a third agricultural pond with a dedicated highway access from Upton Lane which itself is located in the centre west of the land. Parcel P15 adjoins proposed housing allocations SHF023 and SHF022 on the south west boundary will become part of the built form of the town. To the north up to the rail line, the land is partially separated from the built form of Shifnal by the exclusion of sites P15a and SHF023(north) with the important local route of Lamledge Lane that forms a local road viaduct over the rail line and leads into the north and centre of the town and passes Shifnal Industrial Estate. This route, more than Upton Lane, provides direct access to the town by means other than private motor vehicles. The two areas of P15 and BA2 combined provide an extended development opportunity served from the A464 to provide for the future housing needs of Shifnal. This proposed areas for housing would have direct access to the proposed new employment area on Upton Lane to the north of the rail line to help create a sustainable development option to the east of Shifnal. The road viaduct of Upton Lane over the rail line is proposed to be closed with the development of an employment area on sites SHF018b and SHF018d and to maintain this road route would require investment in Upton Lane and the road viaduct over the rail line. The sites are located in the Green Belt where they serve to prevent urban development encroaching into the countryside and help protect the setting to this historic town. The release of this land from the Green Belt would have a moderate-high harm to the Green Belt for parcel P15. This has a more complicated set of relationships when considering sub-opportunity areas and the fact that BA2 was not assessed in the Green Belt Review. The assessment of sub-opportunity areas indicates land in the west has a lower, moderate harm from release but in the east the impact is moderate-high at least and may have a high harm as the land extends east into the Green Belt. Evidence submitted by the site promoter does not alter this conclusion. The ridgeline in the local topography forms a local horizon in the centre west of the site and screens the western land and Shifnal from distant views. East of the ridgeline, the land is open to the distant views from the east. The downward slope of the topography here, means the landscape impacts are medium-low but the open aspect means the visual impacts are medium-high. The land area has limited flood risks focused around the third agricultural pond in the north, to the north-east along the rail line and to the south-east along the A464. These peripheral effects are capable of being addressed by SuDS and the creation of a Green Infrastructure network which in turn seeks to create strong, structural landscaping boundaries to the Green Belt. The release of this land would need to be supported by Ecological Assessment, Arboricultural Assessment and a Botanical Survey with the presence of known protected woodland and priority species including Great Crested Newts requiring appropriate conservation, retention, mitigation and enhancement to sustain these as part of the Green Infrastructure network. The site contains the non-designated heritage asset of the former windmill on the ridgeline proposed to be conserved as a local landmark and focus for the Green Infrastructure Network. The land would require a Heritage Assessment to investigate the archaeological significance of the land. Proximity to the A464, rail line and local farm enterprises require a noise assessment with appropriate mitigation measures in the layout, design, materials and landscaping of any development to offer satisfactory residential amenity. Evidence suggests some ground contamination to be addressed. The site has a Good sustainability rating due to the accessibility to some of Shifnal's out of centre facilities and the reasonable accessibility into the town centre but this relates to highway linkages outside the proposed area for future development. The site is in a Source Protection Zone around Shifnal but is some distance from the core zone on Stanton Road to the north.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	No
<b>Potential for Allocation?</b>	No
<b>Recommendation</b>	<b>Protect land within the Green Belt</b>

<p><b>Reasoning</b></p>	<p>There are more preferable sites available within Shifnal which offer better opportunities to meet the future development needs of the community than this greenfield land in the open countryside that makes an important contribution to the Green Belt. These other sites have a better relationships to the built form of the settlement, offer greater opportunities for planning gain, have better access to the local highway network and may create more attractive gateways into the town. In contrast site SHF035 would extend the settlement well beyond its current built form and layout extending directly into the Green belt and with a partial separation from the built form of the town. The release of this land would have significant impacts on the town's setting and the protection of the Green Belt. These reasons indicate that SHF035 should not be preferred as the safeguarded land to meet the future development needs of Shifnal.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>SHF037</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	2%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within two Green Belt parcels which have moderate performance against purpose 2; moderate and strong performance against purpose 3; and weak and no contribution against purpose 4. The Green Belt Review undertaken for Shropshire indicates that these Green Belt parcels, if released for development, would have a moderate-high and high level of harm on the Green Belt due to the level of encroachment on countryside and the weakening of the role of adjoining areas with regard to purpose 3.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Stanton Road and Coppice Green Lane
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Outside 30mph limit on Stanton Road but this can be extended with traffic calming / gateway feature. Consideration should be given to a shared main road junction possibly roundabout. This site should not have highway (vehicular) access onto Coppice Green Land unless major improvements can be delivered in the wider network.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N

<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	N. As the impact of this development Coppice Green Lane, Aston Street and Curriers Lane and associated junctions would not be accommodated and only reduced by the establishment of a strategic circular road to provide alternative access routes. This would be prevented by existing development to the north west and the need to secure agreements with third party landowners to the south.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	18
<i>Ecology Comments Significant Constraints:</i>	Protection of adjacent ponds and Env. Network will reduce the no. of houses possible.
<i>Ecology Comments Other Constraints:</i>	The site contains patches of woodland (Env. Network and potential priority habitats). These areas should be retained and appropriately buffered. There are ponds adjacent to the site. Retention and protection of the ponds (with appropriate buffers) will reduce the no. of houses possible. Requires botanical survey, EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds. Hedgerows, trees and ponds will need to be buffered.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Potential to increase the amount of POS available in Shifnal. Opportunity to greatly increase habitat available and connectivity for GCNs.
<i>Heritage Comments Significant Constraints:</i>	Land N of Stanton Lane likely to have substantial negative impact on setting of Grade II* Aston Hall (NHLE ref. 1308059) and associated cluster of GII LBs.
<i>Heritage Comments Other Constraints:</i>	For land S of Stanton Rd this area also has a poor relationship with existing built form of settlement. No known archaeological interest but large size of site suggests it may have some potential.
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	TPO adjacent site
<i>Tree Comments Other Constraints:</i>	site contains numerous hedgerows and trees and a strip of mature woodland along the northern boundary. Site adjoins several blocks of mature woodland
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use good site layout and design to ensure significant trees are successfully incorporated into and add value to the development. Seek to expand adjoining woodlands with new woodland creation as part of open space within the development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Multiple noise sources including main roads out of Shifnal and M54, rail line and Lamledge lane industrial site (the latter being a source of other dis-amenity issues). Potential contaminated land close to Lamledge lane industrial site. The area close to M54 more appropriate for employment.
<i>Public Protection Comments Management of Constraints:</i>	Areas close to M54 unsustainable for housing. Multiple noise assessments required. All should be assessed for windows open which will lead to thoughtful orientation, glazing and positioning of habitable rooms. Consider flatted developments near rail line.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the north-east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This extended greenfield site comprises three sites including SHF018a and SHF018b with SHF018d. These comprise an arc of open greenfield sites spanning the land around the north and north east of Shifnal within the Green Belt and seeking to provide a sustainable extension to Shifnal to meet the future development needs for housing on site SHF018a whose proposed development is addressed below. The sustainable extension also addressed the employment needs of Shifnal on sites SHF018b and SHF018d and the evidence for these sites was accepted they are now proposed to be allocated for employment use. Site SHF018a proposed for housing development is a very large, elevated greenfield site (80ha) is situated to the north-east of Shifnal adjoining Stanton Road (south) and Coppice Green Lane (west). The land is located within the Green Belt with a high harm caused by its release. Stanton Road would provide an appropriate highway access subject to the provision of a suitable junction, extension of the restricted speed zone (30mph) and traffic calming measures. However, development of SHF018c would need to restrict vehicle movements into Aston Street, Curriers Lane and highway junctions close to/exceeding their capacity which may be difficult to achieve. The site lies in the countryside but has few significant features which influences its landscape sensitivity to medium and but is elevated with a number of open aspects providing medium-high visual sensitivity. The site has no flood risk (Flood Zone 1). The site requires Ecological Assessment, Arboricultural Assessment and a Botanical Survey. The presence of protected or priority species within or close to the site would require appropriate conservation, retention, mitigation and enhancement to sustain the site character and its function in the Environmental Network. The site has mature trees and hedgerows within and around the site with woodland at its southern boundary which should be retained or any removal mitigated by compensatory planting. The site lies in the setting of listed buildings (Grade II) requiring a Heritage Assessment including an archaeological assessment. The site has a Good sustainability rating due to the accessibility to many of Shifnal's facilities which mitigates for potential effects on the environmental values of the site. The site lies in a Source Protection Zone encompassing Shifnal town close to but outside the core zone that lies further to the east along Stanton Road. This is not the preferred location for the safeguarding of land to meet the long term development needs of Shifnal. There are more preferable opportunities for the release of Green Belt to provide for future development that provide better opportunities to meet the needs of the community than this greenfield site in the open countryside that makes an important contribution to the Green Belt. These other sites have a better relationships to the built form of the settlement, offer greater opportunities for planning gain, have better access to the local highway network and may create more attractive gateways into the town. In contrast site SHF018a would extend the settlement well beyond its current built form and layout and would have significant impacts on the setting of important heritage assets and this historic town and on the infrastructure of Shifnal particularly its highway network whilst potentially compromising the open character and environmental values of SHF018a.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	No
<b>Potential for Allocation?</b>	Yes - southern portion only to be removed from the Green belt and allocated for employment development
<b>Recommendation</b>	<p style="text-align: center;"><b>Protect the land north of Stanton Road within the Green Belt</b></p> <p style="text-align: center;"><b>The land to the south around Upton Lane from Stanton Road (north) to the rail line (south) to be removed from the Green Belt and allocated for employment development</b></p>

<p><b>Reasoning</b></p>	<p>There are more preferable sites available within Shifnal which offer better opportunities to meet the future development needs of the community than this greenfield land in the open countryside that makes an important contribution to the Green Belt. These other sites have a better relationships to the built form of the settlement, offer greater opportunities for planning gain, have better access to the local highway network and may create more attractive gateways into the town. In contrast site SHF037 would extend the settlement well beyond its current built form and layout removing a strong boundary to the Green Belt at Coppice Green Lane. The land is elevated above and visible from the built form of the town and forms the setting and backdrop to the Grade II* listed Aston Hall. The release of this land would have significant impacts on the setting of the town and its key heritage assets, the protection of the Green Belt and the capacity of the highway network in the north-east and retail core of the town. These reasons indicate that SHF037 should not be preferred as the safeguarded land to meet the future development needs of Shifnal.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>P10</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	3%
<i>Percentage of site in Flood Zone 2:</i>	3%
<i>Percentage of site in Flood Zone 1:</i>	97%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	7%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	3%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	16%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	9%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	<p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs strongly against purpose 2; moderately against purpose 3; and strongly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel where the release for development would have a high level of harm on the Green Belt due to the weakening of the role of adjoining areas with regard to purpose 2 to separate adjoining towns and the level of encroachment on the setting of the town under purpose 4. No sub-parcels were identified which would have less harm.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Priorslee Road, Houghton Lane and unnamed road to the west of Houghton Road
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assumes that the site would fund any necessary improvements along the three frontage roads, including speed limits and footways.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y



<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	If developed as a strategic site then a review of several major junctions would be needed, including M54 junction 4 and the Priorslee Road / Victoria Road / Shrewsbury Road roundabout and any necessary improvements funded.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	18
<i>Ecology Comments Significant Constraints:</i>	Significant reduction in no. of houses due to presence of Env. Network/potential priority habitats/woodland/protected species.
<i>Ecology Comments Other Constraints:</i>	The site may contain priority grassland and woodland habitats - botanical survey required. If priority habitats are present then these areas should not be developed. There are otter, water vole and badger records on the site. Wesley Brook runs through this site and a large buffer of riparian habitat forms an Env. Network corridor. An appropriately sized buffer will be required from the Env. Network with no development within. This could be POS. If GCNs are present in the on-site ponds, a min. 50m buffer is likely to be required. Requires botanical survey, Ecla and surveys for bats (trees and transects), GCNs (ponds within 500m), badgers, reptiles, otters, water voles, white-clawed crayfish, invertebrates and nesting birds. There are a number of TPOs on the site.
<i>Ecology Comments Management of Constraints:</i>	If priority habitats are present, these areas should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Potential to increase the amount of POS available in Shifnal.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site partially within Haughton Conservation Area. Probable impact on setting of Grade II* listed Haughton Hall. Site includes non-designated parkland for Haughton Hall (HER PRN 07526). Site includes cluster of non-designated historic buildings at Banks Farm. Very large size and numerous metal detectorist finds suggests it has archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on character and appearance of CA and non-designated parkland; setting of LBs ; Level 2 Historic Buildings Assessment; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	surrounds Haughton village conservation area. Numerous tree, group, area and woodland TPO designations in southern half of site. Large linear woodland and water features run through central part of site , linking to Haughton Hall
<i>Tree Comments Other Constraints:</i>	hedgerows and trees within and around site boundaries
<i>Tree Comments Management of Constraints:</i>	due to size of site - full EIA and landscape character assessment and VIA. At a smaller scale - Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	use 20% canopy cover policy to plant trees and woodland within site. large area of land so affords opportunity to integrate existing trees and groups of trees within a matrix of open space and natural habitat. Expand woodland where feasible.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise to north and south and noise from service station to the west. Historic landfill on site. Possible noise from events at Haughton Hall(?)
<i>Public Protection Comments Management of Constraints:</i>	Potential to mitigate noise through separation distances, orientation and room layout as well as glazing and boundary treatment although not much room to provide separation. Con land remediation may be available. Suggest stay away from western tip of the site.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the north-west of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This larger, gently sloping greenfield site is situated to the west of Shifnal adjoining the A464 Priorslee Road (south) and Haughton Lane (east). The land is located within the Green Belt with a high harm caused by its release where the primary objectives are to protect the setting of the town and the separation from Telford, more than encroachment into the countryside. Accessibility to Haughton Lane would provide an appropriate highway access subject to detailed assessment of further highway improvements at the Five Ways roundabout and Priorslee Road. The site adjoins the edge of the built form of the town which influences its landscape sensitivity to medium and despite its open aspect, forms part of a parcel with medium visual sensitivity. The site has little flood risk (Flood Zone 1) and a nominal surface water flood risk in severe conditions. The site would require an Ecological Assessment, Arboricultural Assessment and Botanical Survey. The presence of protected or priority species would require appropriate conservation, retention, mitigation and enhancement to help sustain the site character and its function as part of the Environmental Network. The presence of any priority habitat may reduce the developable area to permit the restoration and enhancement of the habitat. The site has significant tree and woodland cover recognised through Tree Protection Orders requiring detailed assessment of the value of the site. The site lies in / close to Haughton Village Conservation Area and in the setting of listed and non-designated heritage assets requiring a detailed Heritage Assessment.</p> <p>The site would have a Fair sustainability rating for housing use only (both in the context of the settlement and accommodating a contribution to the Black Country). The limited accessibility to Shifnal's facilities gives a poor rating for employment use (in the context of the settlement), although it achieves a fair rating in the context of accommodating a contribution to the Black Country. The site lies in a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the north.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>No</b>
<b>Potential for Allocation?</b>	<b>No</b>
<b>Recommendation</b>	<b>Protect land within the Green Belt</b>

<p><b>Reasoning</b></p>	<p>There are more preferable sites available within Shifnal which offer better opportunities to meet the needs of the community than this greenfield site in the open countryside that makes an important contribution to the Green Belt. These other sites have a better relationships to the built form of the settlement, offer greater opportunities for planning gain, have better access to the local highway network and may create more attractive gateways into the town. In contrast site P10 would extend the settlement well beyond its current built form and layout and would have significant impacts on the town's setting and its infrastructure particularly its highway network whilst potentially compromising the open character and environmental values of site P10. These reason would suggest that P10 should not be developed and the degree of harm from employment uses would be even greater than that likely to be caused by housing use.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
 (where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>P14</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	0%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs moderately against purpose 2; moderately against purpose 3; and weakly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel where the release of the land would have a moderate-high level of harm on the Green Belt due to the level of encroachment on countryside and the weakening of the role of adjoining areas with regard to purposes 2 and 3. No sub-parcels were identified which would have less harm.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Stanton Road
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Outside 30mph limit but this can be extended with traffic calming / gateway feature. Consideration should be given to a shared main road junction possibly roundabout with SHF018c.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N

<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	N. The collective impact of the developments off Stanton Road will have an unacceptable impact on Aston Street and Curriers Lane and associated junctions which are already at or close to capacity.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	17
<i>Ecology Comments Significant Constraints:</i>	If priority habitats are present, development is not recommended. Developable area greatly reduced due to presence of ponds/woodland/Env. Network.
<i>Ecology Comments Other Constraints:</i>	The site may contain priority woodland and grassland habitats - botanical survey required. If priority habitats are present then the site should not be developed. There are ponds on and in close proximity to the site. If GCNs are present in any of the ponds, a min. 50m buffer will be required. If GCNs aren't present, the ponds (priority habitat) and associated habitats should be retained and enhanced, with connectivity maintained, which will greatly reduce the developable area available. The site lies forms an Env. Network corridor. Requires Ecla and surveys for bats (trees, buildings and transects), GCNs (ponds within 500m), badgers, reptiles and nesting birds.
<i>Ecology Comments Management of Constraints:</i>	If priority habitats are present, these areas should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Potential to increase the amount of POS available in Shifnal.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impact on setting of Grade II* listed Aston Hall (NHLE ref. 1308059) and cluster of associated Grade II LBs. Site includes a former 19th century brick field (HER PRN 07291), and otherwise of a large size, so has archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs, archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	large blocks of woodland to centre and south of site restrict developable space to fields to north and east of site
<i>Tree Comments Other Constraints:</i>	hedges and trees around site boundaries
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees.
<i>Tree Comments Opportunities:</i>	Ensure development stand-off from existing woodland and expand if possible, linking the woodland areas.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Commercial/industrial to the south. Road to the north. Potential con land from infilled ponds on site.
<i>Public Protection Comments Management of Constraints:</i>	Potential to mitigate noise through separation distances, orientation and room layout as well as glazing and boundary treatment although not much room to provide separation.
<i>Public Protection Comments Opportunities:</i>	Advise stay away from commercial/industrial to south leaving good distance to stop interference with the existing site. Con land remediation likely to be available.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This larger, undulating greenfield site (14ha) is situated to the east of Shifnal adjoining Stanton Road (north) and Shifnal Industrial Estate (south). The land is located within the Green Belt with a moderate-high harm caused by its release however, Green Belt parcels to the north would have a higher impact on the remaining Green Belt land. Stanton Road would provide an appropriate highway access subject to the provision of a suitable junction, extension of the restricted speed zone (30mph) and traffic calming measures. However, development of SHF018b would need to restrict vehicle movements into Aston Street, Curriers Lane and highway junctions close to/exceeding their capacity. The site lies in the countryside which influences its landscape sensitivity to medium-high and despite its enclosed nature has medium-high visual sensitivity. The site has little flood risk (Flood Zone 1) and a nominal surface water flood risk in severe conditions. The site would require an Ecological Assessment, Arboricultural Assessment and Botanical Survey. The presence of protected or priority species would require appropriate conservation, retention, mitigation and enhancement to help sustain the site character and its function as part of the Environmental Network. The presence of any priority habitat may reduce the developable area to permit the restoration and enhancement of the habitat. The site has large blocks of woodland restricting development in the centre and south of the site. Possible impact on setting of Grade II* listed Aston Hall and cluster of associated Grade II Listed Buildings. The site also includes a former 19th century brick field and is large, so has archaeological potential. As such a Heritage Assessment will be required. The site would have limited accessibility to Shifnal's facilities to redress the environmental values of the site. The site lies in a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the north.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>No</b>
<b>Potential for Allocation?</b>	<b>No</b>
<b>Recommendation</b>	<b>Remove land from Green Belt and safeguard for future development</b>

<p><b>Reasoning</b></p>	<p>A number of Green Belt sites when taken in combination may provide a strategic opportunity to meet the longer term development needs of Shifnal. Site P14 offers the potential to safeguard land to support the long term growth of a large scale, new employment area to the east of Shifnal. This potential employment area would have the benefit of access to Stanton Road and the potential to route commercial traffic away the town and towards the M54 at Junction 3 and the secondary route along the A41. The safeguarding of site P14 (with SHF018a), in proximity to existing and newly allocated employment activities around Stanton Road / Lamledge Lane has the capacity to support the employment needs of the town in combination with sites SHF108b and SHF18d.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>P15a</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	5%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	0%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which has a moderate performance against each of purpose 2; purpose 3; and purpose 4. The Green Belt Review undertaken for Shropshire indicates that this Green Belt parcel, if released for development would also have a moderate-high level of harm on the Green Belt due to the level of encroachment on countryside and the weakening of the role of adjoining areas with regard to purpose 3. However, Site P15a has an identified sub-parcel which would have a moderate level of harm if released from the Green Belt.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Lamledge La and Upton La
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	N. This site (540 homes) should not have highway (vehicular) access onto Lamledge Lane or Upton Road unless major improvements can be delivered along the whole length of both lanes and this would require significant amount of third party land.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y



<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	15
<i>Ecology Comments Significant Constraints:</i>	Reduction in no. of houses due to presence of GCNs and Env/ Network/woodland. If priority habitats are present, development is not recommended.
<i>Ecology Comments Other Constraints:</i>	The site forms an Env. Network corridor. The site may contain priority grassland habitat - botanical survey required. If priority habitats are present then the site should not be developed. This site looks like it contains some excellent quality GCN and reptile terrestrial habitat. There are GCN breeding ponds 100-150m from the boundary. Requires botanical survey, Ecla and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds. The woodland and hedgerows will need to be retained and appropriately buffered.
<i>Ecology Comments Management of Constraints:</i>	If priority habitat, site should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat Opportunity to greatly increase habitat available and connectivity for GCNs.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site includes a widening of the railway cutting (HER PRN 29639) opposite the former Coalport China and Wire Works (HER PRN 07289). No other known archaeological interest but site is of a large size, so may have some archaeological potential
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	block of woodland and group of trees to northern edge of site and mature trees and hedges around and within site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to extend woodland cover and create 15m buffer with the existing and any future woodland
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Factory on site to the north east creating possible noise etc and possible contamination to the land. Rail to the north with industrial estate to the opposite side.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to the road. However, due to the nature of the industrial estate to the north significant stand off may be necessary.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Poor

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the south-east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This larger, relatively flat greenfield site is situated on the south-eastern edge of Shifnal adjoining the railway line east of the town and opposite Shifnal Industrial estate. The site is served from the north by Lamledge Lane across a narrow road bridge over the railway and from the east by the country lane of Upton Lane. These two highways are not suitable to serve development on P15a unless improved along the entire length of the roadways serving the site. The site would therefore benefit from an alternative access such as might be achieved through the development of the entire area of the adjoining site SHF023. The site lies close to the built form of the town principally comprising the employment area of Shifnal Industrial Estate to the north across the rail line. The land area comprises a sub-parcel of Green Belt land considered for release with a moderate effect on its release on the remaining Gren Belt land. The land has some evidence of use in connection with the railway which influences its landscape sensitivity (medium-low) but the land has an open aspect with a higher visual sensitivity (medium-high). The site has little known flood risk (Flood Zone 1) but a nominal surface water risk in severe conditions. The site requires Ecological Assessment, Arboricultural Assessment and a Botanical Survey. The presence of protected or priority species close to the site would require appropriate conservation, retention, mitigation and enhancement to sustain its function in the Environmental Network. The presence of priority habitat may also reduce the developable area to a degree. The site requires an archaeological assessment to explore the scale of the site including known historical railway excavations on the land. The site has mature tree and hedgerow boundaries and mature trees and woodland to the north which should be retained or any removal mitigated by compensatory planting. Proximity to the railway and Shifnal Industrial Estate indicates the potential for nuisances requiring a design solution in any development with a stand from any nuisance uses. The site has a Poor sustainability rating for housing and employment in the context of the settlement, due to the relative isolation of the land in combination with the environmental values of the site. The site lies in a Source Protection Zone that encompasses Shifnal.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>No</b>
<b>Potential for Allocation?</b>	<b>No</b>
<b>Recommendation</b>	<b>Protect land within the Green Belt</b>

<p><b>Reasoning</b></p>	<p>There are more preferable sites available within Shifnal which offer better opportunities to meet the needs of the community than this more isolated greenfield site in the Green Belt. It is recognised that the site makes only a moderate contribution to the Green Belt but it is currently situated in a relatively inaccessible location along with northern portion of adjacent site SHF023. There other sites with better relationships to the built form of the settlement, offer greater opportunities for planning gain, have better access to the local highway network and may create more attractive gateways into the town. In contrast site P15a and the northern section of SHF023 would extend the settlement well beyond its current built form and layout. This land may become more accessible and suitable for development should the proposed development of land at SHF022 and SHF023(south) provide an access solution across the Revell's Rough woodland but this is not likely to happen for some time. This land is not suited to employment development despite the proximity to Shifnal Industrial Estate as the land lies in a relatively isolated location with very poor accessibility via the existing highway network, the close proximity to some existing and newly proposed housing development and the sensitivities to landscape (medium) and visual (high) impacts which are greater than for housing development.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);
- Purpose 2 (merging of neighbouring towns);
- Purpose 3 (safeguarding countryside from encroachment);
- Purpose 4 (preserving setting/character of historic towns); and
- Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>P15b</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	6%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which has a moderate performance against each of purpose 2; purpose 3; and purpose 4. The Green Belt Review undertaken for Shropshire indicates that this Green Belt parcel, if released for development would have a moderate-high level of harm on the Green Belt due to the level of encroachment on countryside and the weakening of the role of adjoining areas with regard to purpose 3. However, P15b partly lies in an identified sub-parcel which would have a lower, moderate level of harm if released from the Green Belt.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Western Portion: Onto Park Lane. Eastern Portion: Onto A464
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	N
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Western Portion: N. Unless access can be gain access to A464 via SH015 and/or SHF019. Eastern Portion: Y. Outside 30mph limit but this can be extended but will need traffic calming / gateway feature. Consideration should be given to a shared main road junction with other sites off the A464.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y

<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	Western Portion: 16 Eastern Portion: 18
<i>Ecology Comments Significant Constraints:</i>	Reduction in no. of houses due to presence of GCNs.
<i>Ecology Comments Other Constraints:</i>	There is a pond on the site in which GCNs are likely to be present. There is a GCN breeding pond adjacent to the north-east boundary. A buffer of at least 50m around the ponds are likely to be required, but this may be higher given the number of known GCN breeding ponds in the area. Requires botanical survey, Ecla and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Potential to increase the amount of POS available in Shifnal. Opportunity to greatly increase habitat available and connectivity for GCNs.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Probable impact on setting of Grade II listed house known as The Terrace (NHLE ref. 1053636). Site also includes a former brickworks (HER PRN 01825). Large size of site also suggests it may have other archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs, archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	hedges, mature trees and groups of trees within and around site. Unnatural block of plantation in centre of south-eastern part of site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to extend woodland cover and use good site layout and design to ensure significant trees are successfully incorporated into and add value to the development. Opportunity to create larger area of publicly accessible woodland, extending and reshaping existing block of woodland
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to the north and southwest of the site creating a noise source. Possible contamination to north west of site from past land use.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and Contamination likely to be able to be remediated. Orientation of dwellings to the road.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Poor

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Poor
<b>Relationship to the Black Country</b>	<p>The site is located to the south-east of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This split greenfield site (18ha) is situated to the south-east of Shifnal adjoining the A464 Wolverhampton Road but the main part of the site is poorly related to the built form of the town. However, the smaller parcel located to the west on Park Lane offers the potential to conduct an access road tot he A464 from other parcels to the west to reduce traffic impacts on the constrained Park Lane. The land is located within the Green Belt with a moderate-high harm caused by its release. However, the eastern parcel may have a lower moderate harm due to its relative position adjacent to the ridgeline south of the site. The western site adjoins the built form of the town with a lower landscape sensitivity (medium-low) but the land retains a higher visual sensitivity (medium-high). The site has no known flood risk (Flood Zone 1). The site requires some Ecological Assessment and an Arboricultural Assessment. The presence of protected or priority species within or close to the site would require appropriate conservation, retention, mitigation and enhancement to sustain the site character and its function in the Environmental Network. The site has mature tree and hedgerow cover within and around the site which should be retained or any removal mitigated by compensatory planting. Possible impact on Grade II listed building. The site also includes a former brickworks and due is large so has archaeological potential. As such a Heritage Assessment will be required. Proximity to the A464 indicates a potential noise nuisance requiring a design solution in any development. The site has a Poor sustainability rating (both in the context of the settlement and a contribution to the Black Country for housing and employment) for the eastern parcel due to the distance from Shifnal's facilities and the environmental values of the site, the western parcel might be considered more sustainable and in combination with site SHF019 with good accessibility to the A464 this smaller sub-parcel has a Fair sustainability rating under site SHF019VAR. The site lies in a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the north.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>No</b>
<b>Potential for Allocation?</b>	<b>No</b>
<b>Recommendation</b>	<b>Protect the land east up to Hinington Road within the Green Belt but release the western land between SHF019 (north) and Park Lane (south) from the Green Belt and safeguard for future development</b>

Reasoning	<p>The main part of P15b located to the east comprises a greenfield site in the open countryside that makes an important contribution to the Green Belt as it largely forms a ridgeline that is visible to the wider Green Belt but serves to enclose Shifnal from these long distance views. In relation to the larger part of P15b, there are more preferable sites available within Shifnal offering better opportunities to meet the needs of the community.</p> <p>A marginal part of P15b located to the west and closer to the built form of the town, has potential with SHF019 to provide a highway access to Park Lane from the A464 (south). In this way, P15b (west) could contribute to a larger scale release of land from the Green Belt with sites P16 and SHF017 (excluding P17b). This would create a continuous link road between the two principal highways at A464 and A4169 to remove traffic from the highway network through the town and from the country lane at Park Lane. This would require related highway improvements at Five Ways and Innage Road but it would permit the provision of a range of housing opportunities to meet local needs and to improve the provision of community facilities and commercial services for existing and new residents of the town. SHF034 might accommodate employment development within the larger scale land release in SHF034 to the south and west of the town. However, the release of sites SHF018b and SHF018d will meet the longer term needs for employment in the town and so, employment is not currently recommended as an option in relation to P15b (west) as part of the combined sites that form SHF034.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
Further Main Modifications Required	No
If proposed for Allocation, Potential Capacity:	
If proposed for Allocation Design Requirements:	

- Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
(where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>P16</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	5%
<i>Percentage of site in Flood Zone 2:</i>	6%
<i>Percentage of site in Flood Zone 1:</i>	94%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	7%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	1%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	31%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	5%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which has a moderate performance against each of purpose 2; purpose 3; and purpose 4. The Green Belt Review undertaken for Shropshire indicates that this Green Belt parcel, if released for development would have a moderate-high level of harm on the Green Belt due to the level of encroachment on countryside and the weakening of the role of adjoining areas with regard to purpose 3. No sub-parcels were identified which would have less harm.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low and Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High and Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium and Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High and Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Park Lane
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assumes the site can fund improvements to Park Lane along the frontage for vehicles and pedestrians with land from the site, including extension of existing speed limit.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N



<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	N. Park Lane to the north of the site is narrow with substandard footways and the site could not delivery necessary improvements without third party land.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	14
<i>Ecology Comments Significant Constraints:</i>	Reduction in no. of houses due to presence of GCNs and Env. Network.
<i>Ecology Comments Other Constraints:</i>	<p>Wesley Brook runs through the western section of the site - this an its associated riparian habitat forms an Env. Network corridor. An appropriately sized buffer will be required from the Env. Network with no development within. This could be POS.</p> <p>There is a GCN breeding pond on the site. A buffer of at least 50m around the pond will be required, but given the number of known GCN breeding ponds in the area, a greater amount of mitigation land is likely to be required.</p> <p>There are white-clawed crayfish records in the brook.</p> <p>Requires botanical survey, Ecla and surveys for bats (trees, buildings and transects), GCNs (ponds within 500m), badgers, reptiles, otters, water voles, white-clawed crayfish, invertebrates and nesting birds.</p> <p>A PROW runs through the site.</p>
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Potential to increase the amount of POS available in Shifnal.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impact on cluster of Grade II listed buildings at Shifnal Manor. Site includes non-designated historic buildings at Lodgehill Farm. No known archaeological interest but very large size suggest it may have archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (Impact on settings of LBs; Level 2 Historic Buildings Assessment; archaeological desk based assessment + evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	hedgerows and isolated trees within and around site boundaries. Area of woodland at western end of site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Seek to link to / expand offsite woodland to the west
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise to east. Possible con land.
<i>Public Protection Comments Management of Constraints:</i>	Potential to mitigate noise through separation distances, orientation and room layout as well as glazing and boundary treatment although not much room to provide separation. Con land remediation may be available.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the south of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This large, undulating greenfield site is situated to the south of Shifnal adjoining SHF017 and Park Lane which is severely constrained by current traffic usage. The land is located within the Green Belt with a moderate-high harm caused by its release however, of the parcels considered in the Green Belt Review the release of P16 has a lower impact on the remaining Green Belt land. Accessibility to the land from the west via SHF017 from the B4169 would be acceptable but an alternative eastern link would be required to intersect Park Lane. The site partly adjoins the built form of the town which influences its landscape sensitivity to medium-low however the land remains visible in the wider landscape with medium-high visual sensitivities. The site has little flood risk (Flood Zone 1) except for the corridor of the Wesley Brook and has a nominal surface water flood risk in severe conditions however, the topography may expose the land to inundation which requires a detailed flood risk assessment. The site requires Ecological Assessment, Arboricultural Assessment and a Botanical Survey. The presence of protected or priority species close to the site would require appropriate conservation, retention, mitigation and enhancement to sustain its function in the Environmental Network. The presence of priority habitat may also reduce the developable area of the land. The site has woodland at its western end which should be retained or any removal mitigated by compensatory planting. The site lies in the setting of listed buildings (Grade II) requiring a Heritage Assessment including archaeological assessment. Proximity to the A464 indicates a potential noise nuisance requiring a design solution in any development. The site has a Fair sustainability rating due to the accessibility to many of Shifnal's facilities which mitigates for potential effects on the environmental values of the site. The site lies in a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the north.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>No</b>
<b>Potential for Allocation?</b>	<b>No</b>
<b>Recommendation</b>	<b>Remove land from Green Belt and safeguard for future development</b>

Reasoning	<p>A number of Green Belt sites when taken in combination may provide a strategic opportunity to meet the longer term development needs of Shifnal. Site P16 has the potential to provide an access from SHF017 to the A464 (south) and contribute to a large scale housing development with sites SHF015b(west), SHF019. This would create a continuous link road between the two principal highways at A4169 and A464 and remove any traffic burden on the country road at Park Lane. P16 has the benefit of having medium to medium-low landscape sensitivity but this has to be balanced with the medium to medium-high visual sensitivity and moderate-high harm to the Green Belt from its release for development. This balance relates to the potential benefits of delivering a new strategic link from the A4169 to the A464(south) in combination with sites SHF017, SHF15b(west) and SHF019, related highway improvements at Five Ways and Innage Road, provision of a range of housing opportunities to meet local needs and to improve the provision of community facilities and commercial services for existing and new residents of the town. The provision of a strategic highway junction to the A4169 is also considered to present the opportunity to develop site P17b north of Bridgnorth Road in combination with site P17a (Priorslee Road) north of the rail line however, releasing these land parcels would cause high harm to the Green Belt. This will further contribute to the long term provision of new housing and create the opportunity for a one way gyratory system via the railway under-pass between these two land parcels and using the separate under-pass on Innage Road. SHF034 might accommodate employment development within the larger scale land release in SHF034 to the south and west of the town. However, the release of sites SHF018b and SHF018d will meet the longer term needs for employment in the town and so, employment is not currently recommended as an option in relation to P15b (west) with SHF034.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
Further Main Modifications Required	No
If proposed for Allocation, Potential Capacity:	
If proposed for Allocation Design Requirements:	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
 (where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>P17a</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	0%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	<p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs strongly against purpose 2; moderately against purpose 3; and strongly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel where the release for development would have a high level of harm on the Green Belt due to the weakening of the role of adjoining areas with regard to purpose 2 to separate adjoining towns and the level of encroachment on the setting of the town under purpose 4. No sub-parcels were identified which would have less harm.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Priorslee Road
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assumes that the site would fund any necessary improvements along Priorslee Road, including speed limits and footways.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y

<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Scale of developed may require a review of several major junctions, including M54 junction 4 and the Priorslee Road / Victoria Road / Shrewsbury Road roundabout and any necessary improvements funded.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	19
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	The northern boundary forms an Env. Network corridor. This should be enhanced. Requires Ecla and surveys for bats (trees, buildings and transects), GCNs (ponds within 500m), badgers and nesting birds. There are TPOs in the site boundaries. A PROW runs along the western boundary.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Potential to increase the amount of POS available in Shifnal.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Potential impacts on setting of Grade II* listed Haughton Hall (NHLE ref 1176282) associated non-designated parkland (HER PRN 07526). Site includes cluster of non-designated historic buildings at Haughton Farm. Very large size and numerous metal detectorist finds suggests it has archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (Impact on setting of LBs and non-designated parkland; Level 2 Historic Buildings Assessment; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	TPO to line of trees at north-east corner of site
<i>Tree Comments Other Constraints:</i>	hedgerows and groups of trees within and around site., notably around cricket pitch and cemetery / allotments
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Seek to link to / expand linear woodland along railway embankment
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Rail noise to south, road noise to north.
<i>Public Protection Comments Management of Constraints:</i>	Potential to mitigate noise through separation distances, orientation and room layout as well as glazing and boundary treatment although not much room to provide separation.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the west of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This smaller, gently sloping greenfield site is situated to the west of Shifnal between the A464 Priorslee Road and the railway embankment and comprises a field that previously included the existing cemetery extension and allotments. The land is located within the Green Belt with a high harm caused by its release where the primary objectives are to protect the setting of the town and the separation from Telford, more than encroachment into the countryside. Accessibility to the A464 would provide an appropriate highway access subject to detailed assessment of further highway improvements at M54 J4, Five Ways roundabout and Priorslee Road including the provision of additional footways. The site adjoins the complementary developments on the edge of the built form of the town which influences its landscape sensitivity to medium and despite its open aspect, forms part of a parcel with medium visual sensitivity. The site has little flood risk (Flood Zone 1) and a nominal surface water flood risk in severe conditions. The site requires some Ecological Assessment and an Arboricultural Assessment. The presence of protected or priority species within or close to the site would require appropriate conservation, retention, mitigation and enhancement to sustain the site character and its function in the Environmental Network. The site has mature trees, hedgerows and tree lines especially around the cricket club and cemetery which should be retained where possible. The site lies in the setting of listed and non-designated heritage assets and require a Heritage Assessment including an archaeological assessment due to the scale of the site. Proximity to the A464 and railway indicate potential noise nuisance within any development, requiring a design solution. The site has a Fair sustainability rating due to the accessibility to many of Shifnal's facilities which mitigates for potential effects on the environmental values of the site. The site lies in a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the north.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>No</b>
<b>Potential for Allocation?</b>	<b>No</b>
<b>Recommendation</b>	<b>Protect land within the Green Belt</b>

<p><b>Reasoning</b></p>	<p>There are more preferable sites available within Shifnal which offer better opportunities to meet the needs of the community than this more isolated greenfield site in the Green Belt. It is recognised that the site makes a moderate-high contribution to the Green Belt and is situated in a relatively inaccessible location to the west of the town. There other sites with better relationships to the built form of the settlement, offer greater opportunities for planning gain, have better access to the local highway network and may create more attractive gateways into the town. In future site P17a might serve to extend the settlement beyond its current built form and layout should it be possible to underpass the rail line at site SHF017 (north) to form a new highway link to the A464 (west) but this is not likely to happen for some time. This land is also not suited to employment development as the land lies in a relatively isolated location some distance from the current employment focus to the east of the town.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes (where applicable):**

<b>Site Assessment - Stage 3</b>	
<b>Site Reference:</b>	<b>P17b</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site identified on the national reservoir inundation mapping:</i>	0%
<i>Percentage of the site benefitting from defence:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations: (from the GB Assessment/Review)</i>	<p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which performs strongly against purpose 2; moderately against purpose 3; and strongly against purpose 4.</p> <p>The Green Belt Review undertaken for Shropshire indicates that this site is located within a Green Belt parcel where the release for development would have a high level of harm on the Green Belt due to the weakening of the role of adjoining areas with regard to purpose 2 to separate adjoining towns and the level of encroachment on the setting of the town under purpose 4. No sub-parcels were identified which would have less harm.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	Shaw Lane
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Assumes the development funds improvements to Shaw Lane along the frontage, including widening, introduction of speed limit and footways.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N



<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. Subject the development securing improvements along Shaw Lane from the south east corner of the site to the A4169 junction, including speed limit and footways and a speed limit extension on the A4169 and an assessment of the impact on Innage Rd and Church St and associated junctions and delivery of any necessary improvements.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	16
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	There are ponds in close proximity to the western boundary. If GCNs are present in these ponds, a min. 50m buffer will be required. The southern boundary forms an Env. Network corridor. This should be enhanced. Requires Ecla and surveys for bats (trees, buildings and transects), GCNs (ponds within 500m), badgers and nesting birds. A PROW runs along the western boundary.
<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Potential to increase the amount of POS available in Shifnal.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impact on setting of Grade II* listed Haughton Hall associated non-designated parkland (HER PRN 07526). Site includes possible deserted medieval settlement (HER PRN 03342) and large size suggests it may otherwise have archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (Impact on setting of LBs and non-designated parkland; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	hedgerows and scattered trees around and within site. Belts of trees adjacent northern boundary and woodland with pools adjacent the west.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Seek to link to / expand belt of trees along railway embankment to north and woodland to the west.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Rail to the north. Agricultural to the northwest.
<i>Public Protection Comments Management of Constraints:</i>	Potential to mitigate noise through separation distances, orientation and room layout as well as glazing and boundary treatment although not much room to provide separation.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair

<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	<p>The site is located to the west of Shifnal. Shifnal is located in east Shropshire on the A5/M54 Corridor - an area with a strong functional relationship to the Black Country.</p> <p>Shifnal benefits from strong road links to the Black Contry (around 8 miles to the east) via both the M54/A5 corridor and the A41 corridor.</p> <p>Shifnal benefits from a railway station, which is a regular stop on the Shrewsbury to Wolverhampton line. This railway station is within reasonable walking distance for the majority of the town.</p>
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shifnal's proximity and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.
<b>Strategic Considerations:</b>	<p>This smaller, gently sloping greenfield site (part of SHF017 at 36ha) is situated to the west of Shifnal north of the A4169 (Bridgnorth Road) and adjoining the railway embankment. The land is located within the Green Belt with a high harm caused by its release. However, the release of SHF017 (excluding P17b) has a lower impact on the remaining Green Belt land. Accessibility to the B4169 would provide an appropriate highway access subject to the provision of a suitable junction possibly from the release of SHF017, extension of the restricted speed zone (30mph) and an assessment of the impacts on Innage Road and Church Street. The site adjoins the built form of the town with an open boundary in need of strengthening. The varying topography influences its landscape sensitivity to medium and despite its open aspect, forms part of a parcel with medium visual sensitivity. The site has no flood risk (Flood Zone 1) and no surface water flood risk. The site requires some Ecological Assessment and an Arboricultural Assessment. The presence of protected or priority species within or close to the site would require appropriate conservation, retention, mitigation and enhancement to sustain the site character and its function in the Environmental Network. The site has significant woodland around the railway and cover should be retained where possible. The site lies close to the Shifnal Conservation area and may require a Heritage Assessment including an archaeological assessment of the history of the site. Proximity to the A4169 and railway indicate potential noise nuisance within any development, requiring a design solution. The site has a Fair sustainability rating due to the accessibility to many of Shifnal's facilities which mitigates for potential effects on the environmental values of the site. The site lies in a Source Protection Zone that encompasses Shifnal town but is some distance from the core zone located on Stanton Road to the north.</p> <p>The site is situated at Shifnal, which benefits from proximity to the Black Country and strong transport links via the M54/A5 corridor and a railway station on the Shrewsbury to Wolverhampton line. The site is also of a sufficient scale to accommodate a meaningful proportion of the proposed contribution to the unmet need of the Black Country, should it be identified as a proposed allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	<b>No</b>
<b>Potential for Allocation?</b>	<b>No</b>
<b>Recommendation</b>	<b>Protect land within the Green Belt</b>

<p><b>Reasoning</b></p>	<p>There are more preferable sites available within Shifnal which offer better opportunities to meet the needs of the community than this very isolated greenfield site in the Green Belt to the west of Shifnal. It is recognised that the site makes a moderate-high contribution to the Green Belt and is situated in a relatively inaccessible location on the A4169 Bridgnorth Road. There other sites with better relationships to the built form of the settlement, offer greater opportunities for planning gain, have better access to the local highway network and may create more attractive gateways into the town. In future site P17b might serve to extend the settlement beyond its current built form and layout should the proposed development of site SHF017 (north) provide links to site P17b further to the west. This is not likely to happen for some time since site SHF017 (north) is only proposed to be released from the Green Belt as safeguarded land. This land is also not suited to employment development as the land lies in a relatively isolated location some distance from the current employment focus to the east of the town.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	
<p><b>If proposed for Allocation Design Requirements:</b></p>	

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

**\*Green Belt Purposes  
 (where applicable):**

# Shropshire Local Plan

## Additional Sustainability Appraisal Report: Appendix 9

Updated Stage 3 Site Assessment:  
Shrewsbury Strategic Centre



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>BIT026</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	10%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	6%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	B4380
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Y. Subject to the introduction of a suitable access junction and review and extension of the existing speed limit. Potentially 457 homes
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	N
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	Y. The B4380 at this location still has the appearance of a high speed inter urban main road. Significant changes to the appearance of the section of B4380 between Bicton Village and Shrewsbury will be necessary before this and a number of other sites along the B4380 are developed.
<i>Ecology Comments Significant Constraints:</i>	Developable area reduced by possible presence of priority habitats, hedgerows and Env. Network. Possible HRA required due to road emissions from increased traffic (in-combination) of Hencott Pool Ramsar. See LPR HRA.
<i>Ecology Comments Other Constraints:</i>	The southern sections of the site (Calcott Moss and associated water course, previously LWS) are within the Env. Network, connected to the core area of Oxon Pool LWS. If priority habitats are present then these areas will need to be retained and appropriately buffered, along with the hedgerows and trees. Requires botanical survey, Ecla and surveys for bats, GCNs (records in ponds within 500m), badgers, reptiles, water voles, otters and nesting birds.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Potential to restore priority habitats of Calcott Moss and maintain key arm of the Environmental Network. See accompanying document.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	No known archaeological interest but large size of site suggests it may have some potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with significant field and boundary trees and hedgerows.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of existing mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the settlement.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to north creating noise. Agricultural building (?) on the west boundary. Commercial to east.
<i>Public Protection Comments Management of Constraints:</i>	Potential to mitigate noise by location (separation distances to the road) of dwellings, orientation and room layout as well as glazing and boundary treatment. Additional separation away from agricultural and commercial activities on the site perimeter to ensure no impacts on existing buildings.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the west of Shrewsbury, but it is some distance from the built form. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Significant site located between Shrewsbury and Bicton. Could accommodate 300+ dwellings. 10% of site in 1,000 year surface flood risk zone.</p> <p>New access required off Holyhead Road.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>Whilst the site is relatively free of on-site constraints and safe access is considered achievable, the site is considered to be divorced from the urban edge of Shrewsbury and represents a fairly isolated countryside location. As such there are significant concerns over the site's overall sustainability, particularly in relation how the site could encourage the use of sustainable transport modes. In addition the site's proximity to Bicton, along with the scale of growth proposed, raises concern as to the site's impact on the character of the village. It is envisaged the allocated SUE West situated to the south of the proposed site will be developed over the next 15 years and therefore it is not envisaged the site's proximity to Shrewsbury's urban edge will improve until much later in the plan period. It is considered there are far more sustainable options closer to the urban edge capable of delivering major sustainable greenfield land releases.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR011</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Potentially 27 homes with access onto Belvidere Avenue. The site includes sufficient land to create an appropriate standard estate road junction and access link from the existing highway.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss (possibly others). The woodland here may be priority habitat or corridor in the Network Map that would require consideration under MD12 and CS17. The grassland would also require survey to determine if it has value. If it is of interest there isn't likely to be enough land available for development to make this a viable site.
<i>Ecology Comments Other Constraints:</i>	Ecia required. Woodland, boundary trees and buildings may support protected species like bats and birds. Badger may have setts here. Several trees on site and on the borders are protected by TPOs. Grassland may also have interest. The woodland is already used as informal accessible natural greenspace and accessed from the path to the south.

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation may be required. Buffers to the woodland replacement planting for any trees removed.
<i>Ecology Comments Opportunities:</i>	Retained woodland be retained and could be enhanced by selective thinning and understory planting. Better routes through the wood could be provided that link to the path to the south of the site.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Likely impact on setting of Grade II Listed The Elms, particularly as site includes its former park-like grounds
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LB).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	Many mature trees on site (TPO)
<i>Tree Comments Other Constraints:</i>	
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Very low density with retention of mature trees
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	No notable constraints.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	The site is located in the eastern part of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<p><b>Strategic Considerations:</b></p>	<p>The site is within the existing and proposed development boundary and as such has potential to be considered as windfall development. However, the site assessment has raised concern over the impact on both Grade II listed building (the Elms) and mature trees on site.</p> <p>The site is approximately 500m from the nearest supermarket and regular bus service and 1.0km from the nearest primary school. There is a good pedestrian and cycle network in the vicinity.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Heritage assessment required. Mature trees should be retained. Lower density development likely to be required to make development acceptable.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>Yes</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>The site can be considered on its merits through a planning application as part of the windfall allowance.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p> <p>It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR015</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Potentially 30 homes or more if apartments are developed. Existing access link onto Monkmoor Road would benefit from some improvement which would be necessary if it was to become adopted highway. There may be some historical constraints on improvements.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss (possibly others). Otherwise none
<i>Ecology Comments Other Constraints:</i>	EclA required. Bats are likely in the buildings and perhaps nesting birds. Swifts in particular should be checked for. A scarce plant associated with brownfield sites has been recorded on site.

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation may be required. Mature tree on boundaries should be retained.
<i>Ecology Comments Opportunities:</i>	Green roofs should be required that also incorporate 'brown-roof' (very thin soils or rubble) aspects that help replace the conditions needed for the rare plant found here.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Highly sensitive site that falls wholly within Shrewsbury Conservation Area and includes Grade II* Listed Whitehall mansion (NHLE ref. 1254660), together with the associated Grade II Listed dovecote (NHLE ref. 1270676) & outbuildings (NHLE ref. 1270688). Also within setting of Grade II* Listed Whitehall Gatehouse (NHLE ref. 1254671) and attached Grade II listed boundary wall. Site considered to have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs & CA, archaeological DBA + ?field evaluation).
<i>Heritage Comments Opportunities:</i>	Any scheme should include conservation of dovecote. High quality, well designed scheme has potential to enhance the character and appearance of the CA and settings of LBs over existing 1960s/ 70s office building.
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Occasional mature trees and adjacent trees
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible contaminated land from past building uses on site but site not recorded as a site with possible contamination.
<i>Public Protection Comments Management of Constraints:</i>	Assessment of the site past uses may suggest no likely con land. If not remediation likely to be available.
<i>Public Protection Comments Opportunities:</i>	Improve amenity for surrounding residential properties.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	The site is located in the eastern part of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<p><b>Strategic Considerations:</b></p>	<p>Site considered a potential windfall site.  No significant constraints identified.  The site is less than 500m from the nearest convenience store, 1.0km from the nearest primary school and adjacent the Monkmoor Road where regular bus services can be accessed. There is a good pedestrian and cycle network in the vicinity. Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>Yes</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>The site is within the defined development boundary and therefore can be considered on its merits through a planning application as part of the windfall allowance.  Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR019</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Very High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	Potentially 48 homes. Access would be via Montgomery Way and a simple T-junction onto Sundorne Road which should have capacity to take additional traffic.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss (possibly others). An internationally significant population of GCN is present adjacent to this site. The site in question is part of the mitigation land set aside when the medical centre was created and so can't now be developed.
<i>Ecology Comments Other Constraints:</i>	EclA required. Habitat would require survey as this may be priority habitat which would be protected under MD12 and CS17

<i>Ecology Comments Management of Constraints:</i>	There are no ways under current legislation that this site could be developed
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Screening belt of trees to south curtilage and occasional scattered trees
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible noise from sports pitches to the east.
<i>Public Protection Comments Management of Constraints:</i>	Glazing and boundary treatment would resolve any noise concern.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	The site is located to the east of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>Site has Great Crested Newts present on site. Landscape sensitivity is high. Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>Due to the presence of great crested newts and the high landscape sensitivity this site should not be considered for allocation. Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR023</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	7%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>Site has potential to deliver around 650 dwellings. The current levels of traffic on Ellesmere Road and on the A49 bypass north of Sundorne Road roundabout constrain major development in the north of Shrewsbury and these sites should only be brought forward once the Shrewsbury North West Relief Road has been secured. The scheme provide alternative routes for existing traffic which reduce the current pressures on Ellesmere Road and the A49 bypass creating additional capacity for major development in north Shrewsbury. The potential new road will also provide a strategic access route through these sites.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere, Hencott Pool and Clarepool Moss (possibly others) and possible recreation impacts in-combination on Hencott Pool Ramsar. More than the minimum 30m per bedroom (SAMDev Policy MD2) would be required to address recreation issues in the HRA which could reduce numbers of dwellings possible. See LPR HRA. Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. A small pond is present on the eastern boundary with the road which would need checking for GCN and other protected species. An ephemeral pool not marked on Ordnance Survey is present to the west and beyond this at 170m is a large more permanent water body. Standing water is occasional in the lower lying north eastern end of the site. Infield and boundary trees would require assessment for breeding birds and bats. Hedgerows are a priority habitat and would also support nesting birds. A thin band of woodland is present on the western side. This is corridor habitat that is protected under MD12 and CS17 and could be home to protected species including badgers, reptiles and amphibians</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation may be required if GCN or other protected species are found. The hedgerows and mature trees should be retained. The hedge could feasibly be moved to the northern boundary of this site.
<i>Ecology Comments Opportunities:</i>	The damp northern area could provide a useful open water and / or wetland area. The woodland area could be enhanced to improve the
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Potential effect on setting of Shrewsbury Registered Battlefield (NHLE ref. 1000033). No known archaeological interest but very large site size suggests there may be wider archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (settings of Battlefield; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with scattered field trees and hedgerows
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	Poultry Farm to the west only 215m away from the site. This may cause significant odour and noise issues particularly in summer months.
<i>Public Protection Comments Other Constraints:</i>	Road noise from the A528 to the east and road to the south.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to the road.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>This is a large greenfield site and would represent a major expansion of the town to the north west. However, ahead of the development of the proposed NWRR it is considered the current highway network has major constraints, especially in relation to the level of traffic on Ellesmere Road and the A49 by-pass north of Sundorne Road roundabout.</p> <p>The Shrewsbury Battlefield Heritage Assessment shows that all or part of this site makes a positive contribution to the significance of the Registered Battlefield. In this respect, its sensitivity to change is moderate and whilst development is likely to cause harm to the designated heritage asset, this could be reduced or avoided through careful siting and sensitive design.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Strategic and local highway considerations.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>Not appropriate to allocate land ahead of the development of the NWRR due to significant levels of congestion on Ellesmere Road.</p> <p>The Shrewsbury Battlefield Heritage Assessment shows that all or part of this site makes a positive contribution to the significance of the Registered Battlefield. In this respect, its sensitivity to change is moderate and whilst development is likely to cause harm to the designated heritage asset, this could be reduced or avoided through careful siting and sensitive design.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR027</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	5%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>These sites represent a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road. The majority of Nobold Lane (north of Mousecroft Lane) is not fronted by one of these sites so no improvements could be delivered without third party land. Together they would need to provide an new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car. This is particular important as there is not direct access to the A5 bypass from Longden Road and there level of development that could be accommodated by the Longden Road route going north east to Roman Road will be limited by existing highway capacity.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss (possibly others). If the grassland is of interest the area available for development may be too small to make this viable. Similarly if significant populations of newts are present this will reduce the amount of land available for development.</p>
<i>Ecology Comments Other Constraints:</i>	<p>Large areas of the pasture are labelled as 'semi-improved grassland' and therefore close to priority / core habitat. Two ponds are present on site with two more ponds found within 125m of the site. These could support GCN. Bats and birds are likely to use in-field and boundary trees in addition to the buildings. Badgers, reptiles and other protected species are also reasonably likely.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation may be required if GCN or other protected species are found. The hedgerows and mature trees should be retained. If the grassland is of interest the area available for development may be significantly smaller
<i>Ecology Comments Opportunities:</i>	Opportunities should be sought to create large areas of greenspace using contributions from other development proposals nearby. Ponds and in-field trees should be buffered and enhanced for biodiversity and public access. Remaining areas of grassland should not be re-turfed but enhanced with green hay strewing and management as traditional hay meadow.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site would be detached from existing built edge of town. Site includes, and would potentially impact on the setting of, the Grade II Listed Newton farmhouse (NHLE ref. 1176148). Site crossed by the projected line of a possible Roman road (HER PRN 00057). No other known archaeological interest but very large site size suggests there may be wider archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (settings of LB; DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with scattered field trees and hedgerows
<i>Tree Comments Management of Constraints:</i>	BS 5837: 2012 Arboricultural impact assessment must be undertaken and the tree constraints and opportunities used to inform site layout design.
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise from the A5 to the south and additional road to the north west. Noise, odour and dusts a potential from farm on site. Some historic features on site that may require contaminated land investigation.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to the road and farm if it is retained. Con land remediation likely to be available.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Poor
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>The site has potential to be part of a large strategic allocation, although it is recognised further heritage assessment is necessary. Improvement to local highway network required and impact on Strategic road network will need to be assessed. Promoted land to the south of Hanwood Road up to Longden Road offers the opportunity to consider a strategic comprehensive proposal in this direction, although it is acknowledged there are a number of different landowners and there is no known promotion agreement.</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. It also performs poorly in the context of the Black Country Contribution for housing (although fair for employment) within the Stage 2a Sustainability Appraisal.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Strategic and local highway considerations, heritage assessment.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>Whilst the site has potential to be part of a frontage into a much larger strategic allocation between the Hanwood Road and Longden Road, it is considered there is no requirement to release this land at this time in order to meet the proposed development needs of the town up to 2038, and in isolation this site is divorced from the existing built edge of the town. Land to the north between Hanwood Road and Mytton Oak road is preferred for a major expansion of the town in order to meet a significant proportion of development needs up to 2038. It is felt the preferred site offers greater potential benefits to the town and can support the objectives of the Big Town Plan and to achieve a comprehensively planned development.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR031</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-Low
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>These sites represent a significant level of development (potentially 3,000 homes) in a location where the local highway network is close to capacity at peak times. Specifically the development would add to the existing congestion on the A49 bypass between the A53 and Sundorne Road. It is unlikely that the congestion can be mitigated. Development of this scale in the location is unlikely to be acceptable in highways terms until the Shrewsbury North West Relief Road has been completed.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss (possibly others). Otherwise none.</p>
<i>Ecology Comments Other Constraints:</i>	<p>Two ponds are present nearby. One to the north in woodland, and more importantly one in the open field to the south. Grassland may be of interest (on some aerial photos it appears to have ridge and furrow that historic environment should check out). Boundary trees are likely to support bats and birds.</p>

<i>Ecology Comments Management of Constraints:</i>	EclA required. Grassland would require survey between May and August. Some level of mitigation may be required if GCN are found in the ponds. The existing good hedges and boundary trees should be retained and a good buffer provided.
<i>Ecology Comments Opportunities:</i>	Hedges could be turned into thin woodland to enhance the environmental network.
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Mature Curtilage trees
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Retain existing trees
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible contaminated land off site which may impact on the site (small landfill area).
<i>Public Protection Comments Management of Constraints:</i>	Remediation likely to be available if required.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>The site is divorced from the settlement and should only come forward if other sites to the south are also preferred. There are also outstanding concerns relating to the heritage impact on the Registered Battlefield and the impact to the on-site dense woodland to the north of the site.</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site is divorced from the settlement and should only come forward if other sites to the south are also preferred. There are also outstanding concerns relating to the heritage impact on the Registered Battlefield and the impact to the on-site dense woodland to the north of the site.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR032</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	6%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The current levels of traffic on Ellesmere Road and on the A49 bypass north of Sundorne Road roundabout constrain major development in the north of Shrewsbury and these sites should only be brought forward once the Shrewsbury North West Relief Road has been secured. The scheme provide alternative routes for existing traffic which reduce the current pressures on Ellesmere Road and the A49 bypass creating additional capacity for major development in north Shrewsbury. The new road will also provide a strategic access route through these sites.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere, Hencott Pool and Clarepool Moss (possibly others) and for possible recreation impacts in-combination on Hencott Pool. More than the minimum 30m per bedroom (SAMDev Policy MD2) would be required to address recreation issues in the HRA which could reduce numbers of dwellings possible. See LPR HRA. Otherwise none.</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclIA required. Corridor habitat that is protected under MD12 and CS17 runs around all sides of this side except the western boundary. This is partly due to a water course that runs along the north and east boundaries. A pond is present near the southern boundary which would need checking for GCN and other protected species - including Tubular Water-dropwort, a UK Priority Species. Infield and boundary trees would require assessment for breeding birds and bats. Hedgerows are a priority habitat and would also support nesting birds. Polecat, a UK Priority Species, has been recorded on site. These species like the cover of hedgerows and scrub.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation may be required if GCN or other protected species are found. The hedgerows and mature trees infield and the boundary should be retained.
<i>Ecology Comments Opportunities:</i>	A feature could be made of the pond, the water course to the east and the hedgerow that links the pond to the eastern edge.
<i>Heritage Comments Significant Constraints:</i>	Site likely to harm setting of Shrewsbury Registered Battlefield (NHLE ref. 1000033) and Grade II* Listed Albright Hussey (NHLE ref. 1295586) . May have archaeological interest relating to the battle.
<i>Heritage Comments Other Constraints:</i>	
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (settings of Battlefield and LBs; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with scattered field trees and hedgerows
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Retain existing trees
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from roads to west and south. Potential noise from commercial estate to the south of road to the south of the site.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to the road.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>The site could come forward with SHR186 as a comprehensive development. However, the site is to the north of the A5 and therefore this would establish a direction of growth beyond a current defined and defensible boundary.</p> <p>In addition there are significant heritage concerns raised over the impact of development on the setting of the Registered Battlefield and to the Grade II* listed Albright Hussey. The Shrewsbury Battlefield Heritage Assessment shows that this site makes a strongly positive contribution to the significance of the Registered Battlefield. In this respect, the site's sensitivity to change is high and it is unlikely that development could take place without causing substantial harm to the designated heritage asset.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Impact on setting of Registered Battlefield and listed building.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site would establish a direction of growth beyond a current defined and defensible boundary.</p> <p>In light of more sustainable options to the west of the town it is not felt necessary to breach the by-pass in this direction in this plan period.</p> <p>In addition there are significant highway and heritage concerns, in particular on the setting of the Registered Battlefield and to the Grade II* listed Albright Hussey. The Shrewsbury Battlefield Heritage Assessment shows that this site makes a strongly positive contribution to the significance of the Registered Battlefield. In this respect, the site's sensitivity to change is high and it is unlikely that development could take place without causing substantial harm to the designated heritage asset.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR044</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	13%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	2%
<i>Percentage of the site within 20m of a detailed river network:</i>	18%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-Low
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>This site is part of a group of sites to the north of A49/A53 Battlefield Roundabout in a location where the local highway network is close to capacity at peak times. Specifically the development would add to the existing congestion on the A49 bypass between the A53 and Sundorne Road. It is unlikely that the congestion can be mitigated. Development of this scale in the location is unlikely to be acceptable in highways terms until the Shrewsbury North West Relief Road has been completed.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss (possibly others). If the grassland (pasture) in the northern half is of interest the area available for development may be too small to make this viable. The existing woodland is core habitat so this would also reduce the overall area available</p>
<i>Ecology Comments Other Constraints:</i>	<p>Woodland to north is priority / core habitat and protected by MD12 and CS17. Grassland in northern block may also be priority / core habitat. The two ponds to the west of the railway line would require assessment for GCN. GCN have been recorded in two ponds to the east. The road barrier may mean they don't forage on the site but a rail line is less of a barrier and some land set aside for mitigation may be required. A small water course runs along the far southern boundary.</p>

<i>Ecology Comments Management of Constraints:</i>	EcIA required. Grassland would require survey between May and August. The arable portion in the south does not require survey. Some level of mitigation may be required if GCN are found in the ponds over the rail line. The existing good hedges and boundary / in-field trees should be retained and a good buffer provided. Water course to the south should be buffered and ideally opened up, increasing it's capacity.
<i>Ecology Comments Opportunities:</i>	The woodland in the north could be enhanced the rail line could be buffered to enhance this existing environmental corridor.
<i>Heritage Comments Significant Constraints:</i>	Site likely to harm setting of Shrewsbury Registered Battlefield (NHLE ref. 1000033) and Grade II* Battlefield Church (NHLE ref. 1246192) . May have archaeological interest relating to the battle.
<i>Heritage Comments Other Constraints:</i>	
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (settings of Battlefield and LBs; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	Northern third of site is dense woodland
<i>Tree Comments Other Constraints:</i>	Lower site has screen of trees to railway only
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from road to the east and rail to the west.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to the road and rail. However the northern end of the site is so slender it may not be practicably useable for residential with mitigation.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>The site is divorced from the settlement and should only come forward if SHR195 is preferred.</p> <p>There are also outstanding concerns relating to the heritage impact on the Registered Battlefield and the impact to the on-site dense woodland to the north of the site.</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>The Shrewsbury Battlefield Heritage Assessment shows that all or part of this site makes a positive contribution to the significance of the Registered Battlefield. In this respect, its sensitivity to change is moderate and whilst development is likely to cause harm to the designated heritage asset, this could be reduced or avoided through careful siting and sensitive design.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site is divorced from the settlement and should only come forward if SHR195 is preferred.</p> <p>There are also outstanding concerns relating to the heritage impact on the Registered Battlefield and the impact to the dense woodland to the north of the site. The Shrewsbury Battlefield Heritage Assessment shows that all or part of this site makes a positive contribution to the significance of the Registered Battlefield. In this respect, its sensitivity to change is moderate and whilst development is likely to cause harm to the designated heritage asset, this could be reduced or avoided through careful siting and sensitive design.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR046</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	5%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	7%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	20%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-Low
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>This site is part of a group of sites to the north of A49/A53 Battlefield Roundabout in a location where the local highway network is close to capacity at peak times. Specifically the development would add to the existing congestion on the A49 bypass between the A53 and Sundorne Road. It is unlikely that the congestion can be mitigated. Development of this scale in the location is unlikely to be acceptable in highways terms until the Shrewsbury North West Relief Road has been completed.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss (possibly others). GCN have been recorded in the pond. The area of land required for mitigation may make this site unviable.</p>
<i>Ecology Comments Other Constraints:</i>	<p>Pond supports GCN and other amphibians which mean the pond is core habitat. Large trees, other vegetation and buildings may support birds and bats. Reptiles are also possible</p>

<i>Ecology Comments Management of Constraints:</i>	EclA required. Terrestrial foraging habitat for the GCN would need to be provided. Other mitigation for birds and bats may be required.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Potential effect on setting of Shrewsbury Registered Battlefield (NHLE ref. 1000033).
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (settings of Battlefield).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	Dense tree planting to front and back of site
<i>Tree Comments Other Constraints:</i>	Area of open space central to the site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Possible very low density residential retaining mature trees
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to the west creating noise.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to the road.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>The site is divorced from the settlement and should only come forward if SHR195 is preferred.</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>There are also outstanding concerns relating the impact to the on-site dense woodland to the north of the site.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site is divorced from the settlement and should only come forward if SHR195 is preferred.</p> <p>There are also outstanding concerns relating to the impact to the dense woodland to the north of the site.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p> <p>It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR053</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	12%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	35%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Potentially 24 homes. Access would be via a new junction onto Ellesmere Road. This site would be infill between establish housing and recent development.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	A large portion of this site is a breeding pool for GCN. The area of mitigation land required for GCN is likely to mean the viability of this site is questionable
<i>Ecology Comments Other Constraints:</i>	GCN - medium population is present in the pool on site. Reptiles like grass snake are also likely. Badgers may use areas just off site. Grassland may be of interest and if core or corridor habitat would require consideration under CS17 and MD12.

<i>Ecology Comments Management of Constraints:</i>	EclA required
<i>Ecology Comments Opportunities:</i>	Enhancements to the pool and potentially to any remaining grassland areas
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	Site on edge of historic suburb of Greenfields
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	Appropriate design necessary
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Few trees - ponds present on western side
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to east is a noise source.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to the road.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the north-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>The site was granted permission for 36 dwellings at appeal.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Ecological mitigation resulting from GCN population.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>Yes</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site was granted permission for 36 dwellings at appeal.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR054a</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Very High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>Access would either be via existing private lane (to Pimley Manor) which would need to be improved to estate road standards, or by using existing access through the Shrewsbury Club. The simple T-junction onto Sundorne Road would also need to be improved to the relevant visibility standards which may not be possible without securing third party land.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss (possibly others). Otherwise none.</p>
<i>Ecology Comments Other Constraints:</i>	<p>Corridor habitat of the Environmental Network surrounds this site on 3 sides and includes the woodland planting along the eastern boundary with the road. An aquatic feature just past the northern boundary may support protected species including Great Crested Newts - unless this is a flowing ditch. Boundary and in-field trees may support bats and nesting birds. Badger may also have setts in the woodland strip to the east and south. The woodland to the south and south west corner is designated as Sundorne Canal (Great Crested Newt Site) Local Wildlife Site.</p>

<i>Ecology Comments Management of Constraints:</i>	EclA required - in particular to check the more mature trees and the water feature to the north. Other checks for ponds in the vicinity should be made considering the internationally important population of GCN not far to the west.
<i>Ecology Comments Opportunities:</i>	The existing environmental network could be buffered and enhanced
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site adjacent to former Shrewsbury Canal to south (HER PRN 03410)
<i>Heritage Comments Management of Constraints:</i>	Address canal through appropriate design.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	occasional tree on site important belts of trees adjacent to east and south curtilages
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to east is a noise source. Some potential noise from sports ground and facilities to the north.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to the road and sports ground.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the east of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>Shropshire Council's landscape sensitivity assessment considers this site to be of medium/high sensitivity for residential use. The site promoter has provided additional site specific landscape sensitivity considerations which considers the site within its immediate context, as a well contained option within the wider landscape parcel. It is considered the site's containment mitigates the wider impact on the integrity of the assessed parcel.</p> <p>The site promoter has also clarified access arrangements, with the potential to include a vehicular access through the car park of the Shrewsbury Club.</p> <p>Whilst the site is located on the periphery of the town, the location offers the opportunity to provide a pedestrian route from the Shropshire Way footpath to Sundorne Road as part of the site's green infrastructure contribution.</p> <p>Landscape buffering with the Shrewsbury Canal will be required, and there are more sustainable options to allocate, particularly to the west on the town.</p> <p>The site offers a moderately scaled option, which would complement the other proposed development options for the town. There is potential for early delivery.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>Yes</p>
<p><b>Recommendation</b></p>	<p>Identify the site as a residential allocation</p>
<p><b>Reasoning</b></p>	<p>Shropshire Council's landscape sensitivity assessment considers this site to be of medium/high sensitivity for residential use. The site promoter has provided additional site specific landscape sensitivity considerations which considers the site within its immediate context, as a well contained option within the wider landscape parcel. It is considered the site's containment mitigates the wider impact on the integrity of the assessed parcel.</p> <p>The site promoter has also clarified access arrangements, with the potential to include a vehicular access through the car park of the Shrewsbury Club. Whilst the site is located on the periphery of the town, the location offers the opportunity to provide a pedestrian route from the Shropshire Way footpath to Sundorne Road as part of the site's green infrastructure contribution.</p> <p>Landscape buffering with the Shrewsbury Canal will be required, and there are more sustainable options to allocate, particularly to the west on the town. However, the site offers a moderately scaled option, which would complement the other proposed development options for the town. There is also potential for early delivery.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	60
<b>If proposed for Allocation Design Requirements:</b>	Appropriate access from Sundorne Road. Potential for compensatory car parking at the Shrewsbury Club if required. Improvements to local highway network. Pedestrian access to Shrewsbury Way and appropriate buffering with former Shrewsbury Canal and the environmental network surrounding it.

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR054b</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	1%
<i>Percentage of site in Flood Zone 2:</i>	1%
<i>Percentage of site in Flood Zone 1:</i>	99%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	6%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>Access onto A49 bypass or B5062 would be close to the existing Sundorne Roundabout so a review of this junction would be needed to determine the most appropriate junction arrangement for this site and SHR054c. There are existing congestion problems at the A49 bypass Sundorne Roundabout which would need to be addressed by this and other developments in the vicinity.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>Possible HRA required due to road emissions from increased traffic (in-combination) on Hencott Pool Ramsar. See LPR HRA.</p>
<i>Ecology Comments Other Constraints:</i>	<p>Sundorne Pool Local Wildlife Site (and Env. Network core area) lies adjacent to the eastern (and part of the southern) boundary. The northern boundary lies adjacent to the northern boundary. Sufficient buffers from the boundaries will be required.</p> <p>Requires botanical survey, Ecla and surveys for bats (trees and transects), GCNs (ponds within 500m), badgers, reptiles and nesting birds.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	See accompanying document
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impact on settings of Grade II listed Gatehouse to Sundorne Castle (NHLE ref. 1177292) and Chapel to Sundorne Castle (NHLE ref. 1366956). Site also located in former historic parkland for Sundorne Castle (HER PRN 07706). No known archaeology but large size of site suggests it may have wider archaeological potential. Site detached from existing built edge of town.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LB; impact on character and appearance of former parkland; archaeological DBA +?evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Large field site with good boundary hedges (appear to be excluded?) Wooded area to east
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan.
<i>Tree Comments Opportunities:</i>	Development density and layout needs to be considered so that it allows room for sustainable planting of large trees along the boundaries to integrate this prominent site into the landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from road to west. Air quality concerns close to road, particularly junction. Possible con land issues due to off site contamination nearby.
<i>Public Protection Comments Management of Constraints:</i>	Air quality mitigation through stand off distances to the road (assessment will show distance required).
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the east of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Development beyond the A49 to the east is a major new direction of growth. Heritage impacts.</p> <p>The site performs poorly for employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair for housing in the context of the settlement and for housing and employment in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site would represent a new direction of growth for the town to the east of the A49 by-pass, which is considered to cause a significant degree of physical and perceived severance from the main urban area.</p> <p>Concern has also been raised regarding the impact on the highway network given existing levels of congestion on the A49/A53, and over the heritage impact on Sundorne Castle.</p> <p>It is not considered necessary to grow the town in this new direction, especially in the light of the availability of more sustainable options to the west of the town.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR054c</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	37%
<i>Percentage of site in Flood Zone 2:</i>	59%
<i>Percentage of site in Flood Zone 1:</i>	41%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	6%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	16%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	57%
<i>Percentage of the site within 20m of an historic flood event:</i>	68%
<i>Percentage of the site within 20m of a detailed river network:</i>	39%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	High and Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High and Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Very High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>Access onto A49 bypass or B5062 would be close to the existing Sundorne Roundabout so a review of this junction would be needed to determine the most appropriate junction arrangement for this site and SHR054b. There are existing congestion problems at the A49 bypass Sundorne Roundabout which would need to be addressed by this and other developments in the vicinity.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>Possible HRA required due to road emissions from increased traffic (in-combination) on Hencott Pool Ramsar. See LPR HRA. If priority habitats are present then the site should not be developed. If priority habitats not present, the Env. Network will require a significant buffer, vastly reducing the developable area.</p>
<i>Ecology Comments Other Constraints:</i>	<p>The majority of the site is Env. Network corridor and may contain priority habitats - botanical survey required. Requires botanical survey, Ecla and surveys for bats (trees and transects), GCNs (ponds within 500m), badgers, reptiles, otters, water voles and nesting birds. A PROW crosses the site.</p>

<i>Ecology Comments Management of Constraints:</i>	If priority habitat, site should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. An important arm of the Env. Network covers at least the southern half of the site.
<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat. See accompanying document
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site crossed by outlet channels from Sundorne Pool, a former ornamental lake (HER PRN 08283) that formed part of the historic parkland for Sundorne Castle (HER PRN 07706). Medium size of site suggests it may otherwise have archaeological potential. Site detached from existing built edge of town.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA +?evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	Part open field part heavily tree'd site
<i>Tree Comments Other Constraints:</i>	Open areas
<i>Tree Comments Management of Constraints:</i>	B55837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement.
<i>Tree Comments Opportunities:</i>	Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise to the west and north. Poss. con land to north and south from past land use.
<i>Public Protection Comments Management of Constraints:</i>	Mitigate noise by location (separation distances to the road) of dwellings, orientation and room layout as well as glazing and boundary treatment. Con land remediation likely to be available.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the east of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Site to the east of A49 by pass and would be a major new direction of growth for the town.  Site part of the Environmental Network.  Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site would represent a new direction of growth for the town to the east of the A49 by-pass, which is considered to cause a significant degree of physical and perceived severance from the main urban area.  Concern has also been raised regarding the impact on the highway network given existing levels of congestion on the A49/A53, and over the ecological impact of the site given its location within part of the Environmental Network.  It is not considered necessary to grow the town in this new direction, especially in the light of the availability of more sustainable options to the west of the town.  Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.  Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.  The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR057</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	10%
<i>Percentage of site in Flood Zone 2:</i>	12%
<i>Percentage of site in Flood Zone 1:</i>	88%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	10%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>These sites have good access onto Gains Park Way which connects with the Welshpool Road to the north and the Mytton Oak Road to the south and onto the SRN. SHR177 could deliver 1,545 homes and SHR177 is promoted as a small employment site. Land would be available from the sites to deliver a series of appropriate type junctions and pedestrian and cycle infrastructure that connects to the existing network in the area.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss (possibly others). Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclIA required to check all ponds on site for full range of protected species in addition to mature trees, buildings, badger Setts, hedgerows, water course. Pasture may be species rich grassland that would be Core or corridor habitat. The Bowbrook runs through this area with much of this being in Flood Zones 2 or 3. GCN have been recorded in the area including a pond directly adjacent to the eastern side at Earl's View. Several Badger records have been made in the area so setts are likely in the area. Otters are known to use the Bowbrook as a corridor and a number of otter deaths have been recorded on the A5 bypass as a result of insufficiently large culverts under the road. There are a large number of mature trees within and bordering this site. Tree Preservation Orders are listed for several trees along the eastern boundary.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network that crosses and surrounds much of site in accordance with CS17 Environmental Networks and MD12. The Bowbrook should be fully buffered.
<i>Ecology Comments Opportunities:</i>	A feature should be created of the Bowbrook. Safe passage for otters under or over the A5 should be installed or a means of preventing them from crossing the road. This could also provide a better crossing for people. A green bridge.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site includes two potential prehistoric cropmark enclosures (HER PRNs 02126 & 04233).
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with scattered field trees and hedgerows
<i>Tree Comments Management of Constraints:</i>	BS 5837: 2012 Arboricultural impact assessment must be undertaken and the tree constraints and opportunities used to inform site layout design.
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	A5 to the west and other road along south boundary are noise sources with the junction of these two roads creating a possible air quality concern. Potential contaminated land from past land uses a potential.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to the road to avoid noise issues and stand off distance to road junction to avoid air quality impacts. Con land likely to have remediation available.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>The site represents a major opportunity for greenfield release on the edge of Shrewsbury between the existing built form (Gains Park) and the A5, consisting of around 25ha. The full extent of the promoted land consists of over 50ha, but it is not considered all this land is necessary to meet development needs up to 2038.</p> <p>The site is well contained to the west (A5), east (Gains park) and south (Mytton oak Road).</p> <p>The site has good potential for access onto Gains Park Way which connects with the Welshpool Road to the north and the Mytton Oak Road to the south and onto the Strategic Road Network. The site can provide a suitable access into SHR177 from Mytton Oak Road.</p> <p>Development in this location offers the opportunity to deliver the objectives of the Big Town Plan, in particular the potential to develop green infrastructure between this site and land south of Mytton Oak road.</p> <p>There are no overriding site constraints identified.</p> <p>Whilst a small portion of the site is in Flood Zone 2 it is considered this can be mitigated due to the scale of the site.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>There are no overriding infrastructure constraints identified as part of this assessment.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>Yes</p>
<b>Recommendation</b>	<p>Identify part of the site as a proposed residential allocation alongside SHR057</p>
<b>Reasoning</b>	<p>The site represents a major opportunity for greenfield release on the edge of Shrewsbury between the existing built form (Gains Park) and the A5, consisting of around 25ha. The full extent of the promoted land consists of over 50ha, but it is not considered all this land is necessary to meet development needs up to 2038.</p> <p>The site is well contained to the west (A5), east (Gains park) and south (Mytton oak Road). The site has good potential for access onto Gains Park Way which connects with the Welshpool Road to the north and the Mytton Oak Road to the south and onto the Strategic Road Network.</p> <p>The site can provide a suitable access into SHR177 from Mytton Oak Road.</p> <p>Development in this location offers the opportunity to deliver the objectives of the Big Town Plan, in particular the potential to develop green infrastructure between this site and land south of Mytton Oak road.</p> <p>There are no overriding site constraints identified. Whilst a small portion of the site is in Flood Zone 2 it is considered this can be mitigated due to the scale of the site.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	<p style="text-align: center;">SHR057 (part) / SHR177 combined capacity of 400 dwellings</p>
<b>If proposed for Allocation Design Requirements:</b>	<p style="text-align: center;">Development to come forward as part of a comprehensive scheme to enable the delivery of sustainable residential development.</p> <p style="text-align: center;">Vehicular access will be from Mytton Oak Road.</p> <p style="text-align: center;">Development will be expected to reflect the key objectives of the Big Town Plan.</p> <p>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> <p>Green infrastructure to be planned to link into future planned green network to land south of Mytton Oak Road (proposed allocation SHR158/060/161).</p>



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR060</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The sites represent a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road. Together they would need to provide an new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss (possibly others). Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>Ecia required. Large pool to the east is core / priority habitat. A small pond is present 112m from the north west boundary. Another large pond has been created as part of other development 87m east from the north east side. The grassland may also be core / priority habitat. There are a large number of mature trees within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat.</p>

<i>Ecology Comments Management of Constraints:</i>	The grassland would require survey between May and August by a very experienced botanist as pastures are difficult to assess. The on-site and nearby ponds will require assessment. The onsite pond would require a good buffer in accordance with CS17 Environmental Networks and MD12. Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network to north and east in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	The entire area beyond this development should be master-planned - in part to ensure that adequate greenspace provision is provided for people and wildlife. The main pool here could be enhanced in many ways and a large buffer should be the part of any plans. The environmental network along the northern boundary should be enhanced to link existing corridor.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	No known archaeological interest but large size of site suggests it may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with scattered field trees and hedgerows
<i>Tree Comments Management of Constraints:</i>	BS 5837: 2012 Arboricultural impact assessment must be undertaken and the tree constraints and opportunities used to inform site layout design.
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to south is a noise source.
<i>Public Protection Comments Management of Constraints:</i>	Stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to the road to avoid noise issues
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The site represents part of a major opportunity for significant greenfield land release to the west of the town, within the A5. The site is currently predominantly used for grazing.</p> <p>In following good master planning principles it is considered this site should be considered alongside adjoining sites SHR161 and SHR060. Whilst these sites are being promoted separately, it is understood there is good opportunity to deliver a comprehensively planned development.</p> <p>The site offers the opportunity to extend the green networks in the west of the town - a key objective of the Big Town Plan. The site is considered to meet strategic needs well.</p> <p>The site has no overarching constraints.</p> <p>The sites represent a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road and would need to provide a new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car.</p> <p>It has a medium/low landscape sensitivity, is considered to be a good location for development by the majority of other service area - ecology, public protection, trees. Heritage have identified the site as an acceptable location, whilst acknowledging the Grade II listed building on the site. It is considered this can be managed through the proposed masterplan process.</p> <p>Whilst the site scores poorly against the SA, it should be recognised that this is predominantly due to the proximity to services and the presences of the Grade II listed Farmhouse at Upper Edgebold, both of which can be mitigated through the masterplan process. This site is over 1.5km to the nearest primary school and convenience store. Frequent bus service operate along Mytton Oak Road and Hanwood Road but these are around 800m from the centre of the sites. It would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>Yes</p>
<p><b>Recommendation</b></p>	<p>Identify the site as part of a mixed use sustainable urban extension allocation alongside sites SHR158 &amp; SHR161. This sustainable urban extension is to include around 1,500 dwellings (300 dwellings of which form part of the proposed contribution to unmet needs forecast to arise in the Black Country), 5ha employment land, green spaces, community uses and other on-site infrastructure.</p>
<p><b>Reasoning</b></p>	<p>The site represents part of a major opportunity for significant greenfield land release to the west of the town, within the A5. The site is currently predominantly used for grazing.</p> <p>In following good master planning principles it is considered this site should be considered alongside adjoining sites SHR158 and SHR161. These sites are being promoted jointly and it is understood this is underpinned by a land promotion agreement. This will ensure the site is developed in a comprehensive manner, through a master planned approach.</p> <p>The site offers the opportunity to extend the green networks in the west of the town - a key objective of the Big Town Plan. The site is considered to meet strategic needs well. The site has no overarching constraints.</p> <p>The sites represent a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road and would need to provide a new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car.</p> <p>It has a medium/low landscape sensitivity, is considered to be a good location for development by the majority of other service area - ecology, public protection, trees. Heritage have identified the site as an acceptable location, whilst acknowledging the Grade II listed building on the site. It is considered this can be managed through the proposed masterplan process.</p> <p>Whilst the site scores poorly against the SA, it should be recognised that this is predominantly due to the proximity to services and the presences of the Grade II listed Farmhouse at Upper Edgebold, both of which can be mitigated through the masterplan process. Given the proximity of services it would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services. It is recognised there is potential for new education provision within the existing allocated site to the east which could also serve this site. The mix of uses on the site has evolved since the Preferred Options consultation in November 2018, reflecting early urban design work being carried out by the site promoter, alongside the consideration of opportunities for park and ride provision and a more focussed and consolidated employment provision.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p> <p>This sustainable urban extension presents an opportunity to support the local economy, create jobs, provide housing to meet needs arising in Shropshire and accommodate 300 houses as part of the proposed contribution to the unmet housing need forecast to be arise within the Black Country. This is considered to constitute sustainable development.</p> <p>Accommodating part of the proposed contribution to the Black Country on this site will contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modifications required:</b></p>	

<p><b>If proposed for Allocation, Potential Capacity:</b></p>	<p>This sustainable urban extension of SHR060, SHR158 &amp; SHR161 is to include around 1,500 dwellings (300 dwellings of which form part of the proposed contribution to unmet needs forecast to arise in the Black Country), 5ha employment land, green spaces, community uses and other on-site infrastructure.</p>
<p><b>If proposed for Allocation Design Requirements:</b></p>	<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.</p> <p>Due to the scale of the site it is likely delivery will continue beyond 2038 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 50 hectares will be required for residential purposes (to deliver around 1,500 dwellings) and a minimum of 5 hectares will come forward for employment purposes, alongside the potential for new park and ride provision. There are significant opportunities to enhance infrastructure as part of this development.</p> <p>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>

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR063</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	5%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>This site represent a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road. The majority of Nobold Lane (north of Mousecroft Lane) is not fronted by one of these sites so no improvements could be delivered without third party land. Together they would need to provide an new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car. This is particular important as there is not direct access to the A5 bypass from Longden Road and there level of development that could be accommodated by the Longden Road route going north east to Roman Road will be limited by existing highway capacity.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss (possibly others). If GCN are present in the pool and / or the grassland is priority / core habitat, then the reduced area available for development after adequate mitigation has been provided may make this site unviable.</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. Two large ponds onsite, a large pond in the garden to the west and others nearby would require GCN surveys. Grassland may be of interest. The combination of pools, scrub and hedgerows forms interesting environmental network habitat.</p>

<i>Ecology Comments Management of Constraints:</i>	The grassland would require survey between May and August by a very experienced botanist as pastures are difficult to assess. The on-site and nearby ponds will require assessment. The onsite ponds would require a good buffer in accordance with CS17 Environmental Networks and MD12. Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network on site and to south in accordance with CS17 Environmental Networks and MD12. The field to the east has far fewer lower ecological interest. Leaving the field to the west may work.
<i>Ecology Comments Opportunities:</i>	Work to enhance the western field would provide good greenspace for any development in the field to the east. Tree planning along the southern boundary would boost the environmental network. Or just letting the hedge grow wide. Another pool could be dug in the western pool.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site includes 19th century brickyard (HER PRN 28270) and small, non-designated field barn
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA and Level 2 historic building assessment of field barn).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with scattered field trees and hedgerows
<i>Tree Comments Management of Constraints:</i>	BS 5837: 2012 Arboricultural impact assessment must be undertaken and the tree constraints and opportunities used to inform site layout design.
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Potential contaminated land due to past land uses. Road is a noise source to the north of the site.
<i>Public Protection Comments Management of Constraints:</i>	Con land remediation likely to be available. Noise can be mitigated via stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to the road.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>The site has potential to be part of a large strategic allocation.</p> <p>Improvements to local highway network required and impact on Strategic road network will need to be assessed.</p> <p>Promoted land to the south of Hanwood Road up to Longden Road offers the opportunity to consider a strategic comprehensive proposal in this direction, although it is acknowledged there are a number of different landowners and there is no known promotion agreement.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation..</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>Whilst the site has potential to be part of a frontage into a much larger strategic allocation between the Hanwood Road and Longden Road, it is considered there is no requirement to release this land at this time in order to meet the proposed development needs of the town up to 2038.</p> <p>Land to the north between Hanwood Road and Mytton Oak road is preferred for a major expansion of the town in order to meet a significant proportion of development needs up to 2038. It is felt the preferred site offers greater potential benefits to the town and can support the objectives of the Big Town Plan and to achieve a comprehensively planned development.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR064</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	1%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Directly onto Shillingston Drive. The site has sufficient frontage to be able to deliver a suitable form of junction.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss (possibly others). A large part of the area appears to be Environmental Network - Core Habitat and/or Corridor. There is not likely to be space on site to mitigate for the loss of the network. The network requires protection in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Other Constraints:</i>	EclA required. Most of the many mature trees on this sites are have TPOs. The habitat appears to be overgrown grassland / scrub in one part, overgrown garden in another and woodland to the east. Several protected species could be found here. The most likely include nesting birds, bats and badgers. It may be that not all the site would qualify as Environmental Network. But it is likely that a big proportion would be which leaves little space for mitigation measures

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation may be required if found. The hedgerows and mature trees should be retained. In particular the TPO trees
<i>Ecology Comments Opportunities:</i>	It may still be the former grassland on site retains interest that could be restored. Woodland enhancement may be possible.
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Mature Oak trees on site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Retention of mature tree cover
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	No significant constraints noted.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the north of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>The site is within the existing development boundary, without any overriding constraints. Care will need to taken to retain trees on site. Windfall opportunity. Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>Yes</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site is within the existing development boundary and therefore has windfall potential. Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR066</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	10%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The site would access the highway directly onto the new route of Pulley Lane with the exception of SHR185 which is promoted with access to the old route of Pully Lane south of Lower Pulley Cottages - this section of old Pulley Lane in not suitable for new development traffic and improvements could not be achieved without third party land. The left only turn onto Hereford road (from new Pully Lane) works for the current users of the new Pulley Lane route as this accommodates Bayston Hill traffic that wants to access Shrewsbury. If these sites were developed those wanting to access the A5 bypass would need to take a detour to the Meole Brace retail park roundabout - this is not ideal.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss (possibly others). Otherwise none
<i>Ecology Comments Other Constraints:</i>	EclA required. Mature trees are present on the borders of this site and perhaps within. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. The grassland may be of interest.

<i>Ecology Comments Management of Constraints:</i>	Grassland would require survey between May and August but an experienced surveyor as pastures are difficult to assess.
<i>Ecology Comments Opportunities:</i>	Good existing hedgerows could be enhanced or thickened to create think woodland and ecological network.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site close to projected line of Roman road (HER PRN 00098).
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Some significant trees on and adjacent to the boundaries of the site, level of important tree cover may limit developable area.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	No significant constraints noted.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>Site is on potential line of Roman Road.  Small site in its own right, but could come forward with adjoining land to form a strategic location.  Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution..</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site itself is free of many constraints, although heritage assessments would need to be carried out. However, the site is small in its own right, and although adjoining land to east in also being promoted, at this stage there is no certainty as to the delivery of this combined site.  In addition, it is considered that significant land release to the west of the town is preferable in order to meet the town's guideline up to 2038.  Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.  Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.  The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR080</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	4%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Potentially 33 homes. Access would be onto Oteley Road. An appropriate junction should be able to be accommodated along with appropriate improvements and links to the existing pedestrian and cycle networks.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss (possibly others). None
<i>Ecology Comments Other Constraints:</i>	EclA required. The western boundary is environmental network that requires protection in accordance with CS17 Environmental Networks and MD12. Mature trees are bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat.

<i>Ecology Comments Management of Constraints:</i>	A buffer to the network is required. The hedgerows and mature trees should be retained on the borders
<i>Ecology Comments Opportunities:</i>	Woodland planting along the western boundary should be encouraged to enhance the environmental network.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Significant prehistoric and Roman activity in area, so site has some archaeological potential
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	Important linear group of road frontage Lime trees
<i>Tree Comments Other Constraints:</i>	
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Retention of mature tree cover
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Oteley road is a busy road and a noise source.
<i>Public Protection Comments Management of Constraints:</i>	Mitigation through stand off distance, glazing and ventilation consideration and layout and orientation of dwellings to the road.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the centre of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>The site forms part of the current Shrewsbury South SUE.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site forms part of the existing Shrewsbury South SUE allocated for development in the SAMDev Plan. This site has an extant planning permission.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR086</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	7%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Access onto Mount Pleasant and Lancaster Road. Dual access to the site will minimise impact on highway network. Impact on existing congestion on Mount Pleasant linked to Mount Pleasant / Ditherington Road junction needs to be assessed and mitigated.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere, Hencott Pool and Clarepool Moss (possibly others) and possible recreation impacts in-combination on Hencott Pool. More than the minimum 30m per bedroom (SAMDev Policy MD2) would be required to address recreation issues in the HRA which could reduce numbers of dwellings possible. See LPR HRA. Otherwise none
<i>Ecology Comments Other Constraints:</i>	EclA required. Mature trees are within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. A Tree Preservation Order is listed for one tree on the north western corner. The thin woodland strips and scrubby area in the south is environmental network that requires protection in accordance with CS17 Environmental Networks and MD12. A pond is present 162m to the north east. The grassland, despite regular mowing, may hold interest.

<i>Ecology Comments Management of Constraints:</i>	Pond to NE would need survey for GCN. Other protected species mitigation may be required. Bats and nesting birds are most likely. Survey the grassland between May and August.
<i>Ecology Comments Opportunities:</i>	This area is one of the few areas of greenspace in this area. Any provision of greenspace should be publicly available and ideally enhance existing habitats.
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Trees to North and West curtilages screen site from existing residential
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Retention of mature tree cover
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Potential noise from commercial to the north and east of the site where there is also noise from railway line. Possible contaminated land.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof. Remediation for contaminated land likely to be available
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located in the north-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Brownfield site, potential windfall opportunity.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site is predominantly brownfield and is located within the existing and proposed development boundary for the town. The site has no overarching constraints, although highway impact on Mount Pleasant linked to Mount Pleasant / Ditherington Road junction needs to be assessed. Potential windfall opportunity.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR093</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	1%
<i>Percentage of the site within 20m of a detailed river network:</i>	12%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Difficult to access the Strategic Road Network as no direct link to A5 from Longden Road
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss (possibly others). Otherwise none
<i>Ecology Comments Other Constraints:</i>	EciA required. The eastern boundary is environmental network on account of the water course. This requires protection in accordance with CS17 Environmental Networks and MD12. A small pond is present on site at the southern end. A new pond appears to be present in the new development to the east (27m away) and another pool 165m to the west. There are several mature trees within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. Water Voles are possible on this water course and otter are likely to use it as corridor.

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network to east in accordance with CS17 Environmental Networks and MD12. A large buffer to the water course should be provided.
<i>Ecology Comments Opportunities:</i>	The water course could be enhanced to make a feature and its capacity increased to help address flooding issues. In-line pools should be considered.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Post-medieval coal workings present on site (HERPRN 06776) Site would reduce/remove spatial separation between built edge of town and Nobold, harming its historic character.
<i>Heritage Comments Management of Constraints:</i>	Site subject to full archaeological DBA and evaluation in 2014. Further round of evaluation and mitigation would be secured by condition. Design would need to ensure that a distinct spatial separation is maintained with Nobold
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Trees and hedgerows on the boundaries of the site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Potential for some impacts from commercial to the east however noted there are closer residential properties therefore no likely issues. Possible contamination of land from mining and quarrying operations in the southern part of the site.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof. Remediation for contaminated land likely to be available
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the south-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>The site has been subject to a planning appeal against refusal in 2015 with the Inspector dismissing the proposal (SC ref: 14/01983/OUT).</p> <p>It is recognised there are no overarching landscape and visual impact considerations identified as part of the Local Plan Review assessment with the site scoring medium/low. However, there are heritage concerns relating to potential removal of the gap between the existing built form to the east and the historic hamlet of Nobold. On this it is worth noting that this issue of local character was raised in a planning appeal at Inquiry in 2015, with the inspector concluding that Nobold has a distinctive, rural character and its own separate identity and is that these characteristics are worthy of protection. Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site represents a strategic gap between the urban form and the historic hamlet of Nobold; its potential erosion would impact adversely on the character of the area.</p> <p>Whilst current site assessment evidence suggests there are no other overarching on-site constraints, it is felt that the preferred site/s offers more strategic benefit to the town in meeting the identified housing need up to 2038. Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR099</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	1%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Very High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>Potentially 34 homes. Access arrangements onto Woodcote way will need to be carefully assessed due to the close proximity of the A5112 roundabout and the new Redwings development access. Modifications to the roundabout may be required or access could be incorporated into a modified roundabout. Access should be linked with SHR218. The site is approximately 1.0km from the nearest supermarket, 1.5km from the nearest school. Regular bus services operate along Woodcote Way which is adjacent to the site. There is a good pedestrian and cycle network in the vicinity.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others).
<i>Ecology Comments Other Constraints:</i>	Requires EclA and surveys for GCNs (ponds within 500m), badgers and nesting birds.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	Hedgerows with connectivity on site
<i>Tree Comments Other Constraints:</i>	
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arboricultural Impact Assessment, Tree Protection Plan & Arboricultural Method Statement.
<i>Tree Comments Opportunities:</i>	Net gain for biodiversity - retain existing features and join green corridors
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from Telford Way Road.
<i>Public Protection Comments Management of Constraints:</i>	Noise assessment required to consider impact on road noise to meet internal standards with windows open.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the east of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>Generally, vehicular and wider sustainable access links are considered good.  Site has medium to high landscape sensitivity.  Currently outside the development boundary.  Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	
<b>Known Infrastructure Opportunities:</b>	
<b>Potential for Windfall?</b>	no
<b>Potential for Allocation?</b>	no
<b>Recommendation</b>	Do not allocate
<b>Reasoning</b>	<p>It is considered there are more sustainable options in the town to deliver planned growth over the plan period.  The site is considered to have a relatively high sensitivity to landscape change.  Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.  It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.  Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.  The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	No

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

Site Reference:	SHR109
Coal Authority Reference Area?	No
Mineral Safeguarding Area?	Yes
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	2%
Percentage of the site in the 100 year surface flood risk zone:	3%
Percentage of the site in the 1,000 year surface flood risk zone:	7%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	2%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
Landscape Considerations (Residential) (from the LVSS):	Medium
Visual Impact Considerations (Residential) (from the LVSS):	Medium-Low
Landscape Considerations (Employment) (from the LVSS):	Medium-High
Visual Impact Considerations (Employment) (from the LVSS):	Medium
Highway Comments - Direct Access to Highway Network?	<p>The current levels of traffic on Ellesmere Road and on the A49 bypass north of Sundorne Road roundabout constrain major development in the north of Shrewsbury and these sites should only be brought forward once the Shrewsbury North West Relief Road has been secured. The scheme provide alternative routes for existing traffic which reduce the current pressures on Ellesmere Road and the A49 bypass creating additional capacity for major development in north Shrewsbury. The new road will also provide a strategic access route through these sites.</p>
Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?	
Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?	
Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?	
Highway Comments - Could the Development Occur Without Off-Site Works?	
Highway Comments - Are Envisaged Off-Site Works Achievable?	
Ecology Comments Significant Constraints:	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). HRA will be required for impacts on Hencott Pool Ramsar Site part of which is within the area indicated. Impacts include recreational impacts in-combination and direct run-off into site. Part of the area is also in the catchment of Hencott Pool. More than the minimum 30m per bedroom (SAMDev Policy MD2) may be required to address potential impact identified in the HRA. These issues would greatly reduce the amount of development possible and would need additional detailed research to inform the HRA of the LPR and at planning application stage. Suggest do not allocate this site. Planned route of the NWRR passes through the middle of this site. Lies in 'rural' setting.</p>
Ecology Comments Other Constraints:	<p>3 ponds are present within 50m of the site. There are a few damp hollows / pools on site. These and others further away may support GCN. Tree Preservation Orders are listed for several trees and area TPOs both within the sites and on the boundaries. Mature trees are within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat.</p>

<i>Ecology Comments Management of Constraints:</i>	Much of the northern area is likely to be too close to the Ramsar site and not possible to develop. The HRA will have to assess whether the rest is possible. For other considerations; protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network to north and west in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Much of the land surrounding Hencott pool has been farmed as arable and likely to be overly fertile. Soil stripping and pool creation to the north of the site could result in very species-rich habitat being created with the possibility of species migrating from Hencott Pool
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site detached from built edge of town. Site includes an a possible prehistoric cropmark enclosure (HER PRN 04415). Very large size suggests there may also be wider archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with scattered field trees and hedgerows
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	Future proposals for a north west relief road would run through this land making it undesirable to develop if this removes the potential for such a road in future.
<i>Public Protection Comments Other Constraints:</i>	Rail noise to the west.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for rail noise.
<i>Public Protection Comments Opportunities:</i>	Site considered unacceptable on the basis it removes future potential for NWRR. Without this constraint this is a good site.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Poor
<b>Relationship to the Black Country</b>	This site is located to the north-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>This is a significant site dependent upon the delivery of the proposed NWRR.</p> <p>Other major concerns over the ecological impacts on Hencott Pool Ramsar Site, and the noise impact from the rail line. The site is over 1.0km to the nearest primary school and 1.5km to the nearest convenience store. Frequent bus service operate along Mount Pleasant Road approximately 800m from the centre of the sites. It would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services.</p> <p>A masterplan for these sites would need to include new facilities such as a school and local centre (to be delivered alongside adjoining site options).</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. It also performs poorly for employment in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal, although fair for housing.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>In time this site may have some potential alongside the delivery of the proposed NWRR. However, ahead of this a sustainable access is not considered achievable and there are other ecological and noise impacts which make this site unsustainable.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR110</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	5%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	10%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>In isolation the site does not benefit from direct access to the highway network. As such access would need to be in association with other land promoted for development as part of the Local Plan Review (to the west), with access off Mytton Oak Road or Hanwood Road. Further assessment would be required to review cumulative impact of development within the area. Likely to be acceptable, subject to mitigation on the local highway network. Development could not occur without appropriate off-site works, such mitigation works would need to be determined in association with neighbouring developments.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites, on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). See LPR HRA.</p> <p>The middle pond is a known GCN breeding pond. The other two ponds may contain GCNs. A buffer of at least 50m will be required for any ponds that contain GCNs, reducing the developable area available.</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA and botanical survey required and surveys for badgers, bats, nesting birds, GCNs and reptiles</p>

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancements. Protect, enhance and restore Env. Network in accordance with CS17 and MD12.
<i>Ecology Comments Opportunities:</i>	Enhance Env. Network
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site is within setting and includes park like ground of Ley Grange, which is considered to be a non-designated heritage asset. No known archaeological interest but large size suggests it may have archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on setting of Ley Grange and its grounds; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	
<i>Tree Comments Management of Constraints:</i>	
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Land known to be heavily waterlogged.
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>In isolation the site does not have a substantial road frontage.</p> <p>The site adjoins the proposed allocation of SHR060/158/160, however it has not been considered against the emerging site promotion and urban design considerations.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>no</p>
<b>Potential for Allocation?</b>	<p>no</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>Whilst adjoining the proposed allocation of SHR060/158/160, the site has not been considered against the emerging site promotion and urban design considerations for the preferred site option.</p> <p>The site is not required for access from Mytton Oak Road, and there is no evidence of any joint land promotion with adjoining land. As such it is not considered necessary for this site to come forward as part of the proposed site allocation at Edgebold.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR120</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	5%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Access onto Whitchurch Road at a signal controlled T-junction should continue to be via the roundabout the site currently shares with Morrisons supermarket.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere, Hencott Pool and Clarepool Moss (possibly others) and possible recreation impacts in-combination on Hencott Pool. More than the minimum 30m per bedroom (SAMDev Policy MD2) would be required to address recreation issues in the HRA which could reduce numbers of dwellings possible. See LPR HRA.. Otherwise none
<i>Ecology Comments Other Constraints:</i>	EclA required as potential for bats and nesting birds in the buildings. Potential for reptiles alongside the railway line.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species mitigation and enhancement if required.
<i>Ecology Comments Opportunities:</i>	The Environmental Network along the railway line could be improved. Much more permeable surfaces should be provided.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Includes historic Sentinel Works buildings (HER PRN 06782)
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (Level 2 historic buildings assessment of historic sentinel works buildings). Seek to retain historic works buildings on Battlefield road frontage.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Site is brownfield and devoid of trees
<i>Tree Comments Management of Constraints:</i>	
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from road to east - area designated a noise action zone therefore significant noise mitigation likely to be necessary. Potential for noise from Morrisons supermarket, car park and petrol filling station to the south. Contaminated land a potential from existing and past land use on site and
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Suggest standoff from main road is the best option to reduce impacts and ensure no air quality issues are raised. Remediation for contaminated land likely to be available
<i>Public Protection Comments Opportunities:</i>	Residential to north may get a betterment in noise environment by removal of commercial that currently exists.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located in the north-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Brownfield site within the current and emerging Development Boundary.  Site within a Source Protection Zone.  Potential need for increased open space requirements to mitigate the possible recreation impact on Hencott Pool.  Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>Yes</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The brownfield site has no identified overarching constraints and is located within the defined development boundary. Considered to offer a good opportunity to respond to the objectives of the Big Town plan by virtue of its edge of centre location. Potential windfall opportunity.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR127</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Access would be directly onto Monkmoor Road via a new estate road access.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	
<i>Ecology Comments Other Constraints:</i>	EclA required as potential for bats and nesting birds in the buildings. Mature trees border this site to the south west. The trees may support bats and nesting birds as well as being habitat in their own right. Hedgerow, present along part of the south east border is Core / Priority Habitat.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species mitigation and enhancement if required.
<i>Ecology Comments Opportunities:</i>	Retain and widen the border of trees to the SW.
<i>Heritage Comments Significant Constraints:</i>	Site includes WWI aircraft hangars from former RAF Monkmoor (HER PRN 06783). Planning appeal to demolish and replace with housing refused in 2017 - now seen by Historic England as model case for protecting non-designated heritage assets.
<i>Heritage Comments Other Constraints:</i>	
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment produced for applications in 2016.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Site is brownfield and devoid of trees
<i>Tree Comments Management of Constraints:</i>	
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible land contamination from past and existing commercial operations. Possible noise from commercial to the northeast
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Con land remediation likely to be possible.
<i>Public Protection Comments Opportunities:</i>	Would remove noise sources from existing commercial activities on existing residential properties providing a betterment.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located in the east of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>The brownfield site is approximately 1.0km from the nearest supermarket, 1.5km from the nearest school. Regular bus services operate along Woodcote Way which is adjacent to the site. There is a good pedestrian and cycle network in the vicinity.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>Whilst the site is brownfield, significant concern has been raised as to the potential impact on the former WW1 aircraft hangers, identified as a non-designated heritage asset.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR139</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	17%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	17%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	This site is with in an existing employment area with a suitable existing access onto Longden Road.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	
<i>Ecology Comments Other Constraints:</i>	There are several mature trees bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat.

<i>Ecology Comments Management of Constraints:</i>	The two oak trees on the road side are particularly significant and should have adequate root protection.
<i>Ecology Comments Opportunities:</i>	The constrained footpath along the south western boundary should be opened up to make this useful link to the railway crossing more amenable.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Site is brownfield and devoid of trees, some significant trees adjacent to the site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible noise from surrounding commercial land. Possible land contamination from past and existing commercial operations
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Con land remediation likely to be possible.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located in the south-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>Sustainable travel to / from these sites will be limited due to the nearest housing being over 1.0km away and a limited bus service operating along Longden Road. There is a continuous footway link into Shrewsbury.</p> <p>Brownfield site and therefore represents potential opportunity to deliver some of the objectives of the Big Town Plan, in particular supporting principle of 'balanced growth'. However, loss of employment will need to be considered.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>Yes</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site is an existing employment site with uses on. However, the site may well become available over the plan period and as things stand there are no overarching concerns, although any loss to employment should be weighed in the planning balance.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR142</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	6%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	8%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The site would be accessed from Longden Road. It is more strategically beneficial to consider the site alongside the cluster of sites to the north of Longden Road as there is no vehicular access to the A5 from Longden Road and therefore there would be benefits from establishing a spine road between Hanwood Road and Longden Road. However this site could be delivered independently with some local highway improvements.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. A water course runs along the north eastern boundary and this - with a buffer - forms part of the Environmental Network. The network requires protection in accordance with CS17 Environmental Networks and MD12. The band of trees alongside the railway line to the east is protected as an area TPO and it also forms part of the network. This should also be adequately buffered. There are a large number of mature trees bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. A pond is present about 85m north of the site however the barriers (like the road) and the poor apparent condition of this pond (very overgrown) would mean GCN are unlikely to be harmed by development at this site (unless other ponds are found).</p>

<i>Ecology Comments Management of Constraints:</i>	Buffers to the water course to the north and TPO trees to the east are required. Hedgerows should be retained and mature boundary trees given a good buffer to protect their roots.
<i>Ecology Comments Opportunities:</i>	The water course could be enhanced to make a feature and its capacity increased to help address flooding issues. In-line pools should be considered.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site includes an area of former coal workings (HER PRN 06776). Site would potentially remove separation of historic hamlet of Nobold from the built edge of Shrewsbury, resulting in harm to its historic character
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + evaluation). Design would need to ensure that a distinct spatial separation is maintained with Nobold
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Few boundary trees of some significance
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from rail to south.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>The site is over 2.0km to the nearest primary school and convenience store as third party land would be required to make suitable improvements to the existing PRoW access to Radbrook Green. Frequent bus service operate along Hanwood Road but these are around 800m from the centre of the sites. It would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services.</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site represents a strategic gap between the urban form and the historic hamlet of Nobold; its potential erosion would impact adversely on the character of the area. Whilst current site assessment evidence suggests there are no other overarching on-site constraints, it is felt that the preferred site/s offers more strategic benefit to the town in meeting the identified housing need up to 2038.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR145</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Potentially 174 homes. Access would be via a new signal controlled junction onto Hereford Road. Direct access to the Meole Brace retail park should be maintained for vehicles as well as pedestrians and cyclists.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	None
<i>Ecology Comments Other Constraints:</i>	Mature trees border this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. Grassland may be of interest and would require a survey between May and August.

<i>Ecology Comments Management of Constraints:</i>	Retain and enhance all hedgerows/tree lines on boundaries. If the grassland is of interest then the area available may be reduced.
<i>Ecology Comments Opportunities:</i>	Extend the young woodland on the south west all the way along the western boundary to create ecological network and also help reduce traffic noise / air pollution. Consider soil stripping to create areas of interest.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Number of Bronze Age ring ditches (HER PRNs 00014).
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA). NB. Site previously subject to archaeological evaluation and archaeological mitigation would be dealt with by condition.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Field site with curtilage hedges
<i>Tree Comments Management of Constraints:</i>	
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible noise from commercial to the north and certainly from road to the west - area designated a noise action zone therefore significant noise mitigation likely to be necessary.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the south of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The site is a greenfield site situated between the Meole Brace Retail Park to the north and the Park and Ride to the south. The site has previously been promoted for an extension to the Retail Park, but is now being promoted for residential purposes.</p> <p>The site is adjacent to the existing development boundary, and therefore offers a good strategic opportunity to develop within the existing urban envelope of the town, promoting cycling and walking given the site is within 500 meters of existing services and regular bus provision and 1km from the nearest primary school.</p> <p>It is not considered necessary to protect any of this area for the expansion of the retail park.</p> <p>Development of the site presents opportunities to improve vehicular access into the Park and Ride through a new signal controlled junction on Hereford Road, although it is preferred that the vehicular/pedestrian/cycle access between the site and the Retail Park is maintained.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>New signal controlled junction on Hereford Road. Maintain existing access point to Retail Park, including vehicular. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>Yes</p>
<p><b>Recommendation</b></p>	<p>Identify the site as a residential allocation</p>
<p><b>Reasoning</b></p>	<p>The site is a greenfield site situated between the Meole Brace Retail Park to the north and the Park and Ride to the south. The site has previously been promoted for an extension to the Retail Park, but is now being promoted for residential purposes.</p> <p>The site is adjacent to the existing development boundary, and therefore offers a good strategic opportunity to develop within the existing urban envelope of the town, promoting cycling and walking given the site is within 500 meters of existing services and regular bus provision and 1km from the nearest primary school.</p> <p>It is not considered necessary to protect any of this area for the expansion of the retail park.</p> <p>Development of the site presents opportunities to improve vehicular access into the Park and Ride through a new signal controlled junction on Hereford Road, although it is preferred that the vehicular/pedestrian/cycle access between the site and the Retail Park is maintained.</p> <p>This site benefits from an extant planning permission.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	<p style="text-align: center;">150 dwellings</p>
<b>If proposed for Allocation Design Requirements:</b>	<p style="text-align: center;">Development to provide residential development with the potential for extra care / assisted living facilities.  Development to be served by a new access from Hereford Road.  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.  Signal controlled junction on Hereford Road. Maintain vehicular/pedestrian/cycle links to Retail park.</p>

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR149</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	12%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	17%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	22%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium and Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium and Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The site would be accessed from Longden Road. It is more strategically beneficial to consider the site alongside the cluster of sites to the north of Longden Road as there is no vehicular access to the A5 from Longden Road and therefore there would be benefits from establishing a spine road between Hanwood Road and Longden Road. However this site could be delivered independently with some local highway improvements.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Area of core habitat that needs to be retained and perhaps buffered would restrict the area available for development potentially to the point where viability is impacted. There does remain lots of arable land of little biodiversity interest however.</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. A significant proportion of the site is made up of wet woodland / swamp which is almost certainly core / priority habitat. It is also likely to support protected species such as GCN, otter, badger, bats, nesting birds and potentially rare plants and invertebrates. Mature trees are in the border of this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat.</p>

<i>Ecology Comments Management of Constraints:</i>	Wet woodland block needs to be retained and a significant buffer created the size of which depends on what protected species might be found there. This will impact on the number of dwellings possible on this site which may impact the viability. Hedgerows and boundary trees should be retained.
<i>Ecology Comments Opportunities:</i>	The wet woodland could be improved for wildlife and potentially for people with a boardwalk through the area created. A full survey would be required first. Woodland planting along the southern boundary would help the network here and also reduce road noise.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site would be detached from existing built edge of town. Site located immediately south of the projected line of a Roman road (HER PRN 00098). No other known archaeological interest but large size of site and proximity to the Roman road suggests it may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Significant group of trees / area of emerging woodland within the site. Hedgerows on site boundaries.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Significant noise from road to south and rail to east. Potential contaminated land in the area already noted to have been developed in the southeast corner of the site.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The site is over 2.0km to the nearest primary school and convenience store as third party land would be required to make suitable improvements to the existing PRoW access to Radbrook Green. Frequent bus service operate along Hanwood Road but these are around 800m from the centre of the sites. It would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services.</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>The site in its own right is significantly divorced from the town and there are concerns about how the site would be accessed except through third party land.</p> <p>There are also heritage concerns regarding potential impact on the Roman Road, and noise impacts from the A5 and rail line.</p> <p>The site could form part of a much wider extension to the town when combined with other promoted land between Hanwood Road and Longden Road, but it is not considered this scale of growth is necessary in this plan period. There is also no evidence of joint land promotion.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR157</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	5%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	This potential employment site lies beyond the A5 bypass and would access the A488 south west of its roundabout junction with the A5 bypass. A new junction to the west of Two mile Houses would be needed as the existing field access is too close the bypass junction.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	Possible HRA required due to road emissions from increased traffic (in-combination) on Hencott Pool Ramsar. See LPR HRA.
<i>Ecology Comments Other Constraints:</i>	There are 3 ponds on the site and a number of ponds within 500m. Mitigation land required for GCN may impact the area of land available for development The woodland to the southern border and alongside the A5 is Env. Network and would require protection in accordance with MD12 and CS17. The block of trees to the south is TPO'd. Requires botanical survey, Ecla and surveys for bats, GCNs (ponds within 500m), badgers (records on the site), reptiles and nesting birds. The ponds, woodland and hedgerows will need to be retained and appropriately buffered.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and ponds. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site would be detached from existing built edge of town. Site crossed by the projected line of a Roman roads (HER PRN 00098). No other known archaeological interest but very large site size suggests and scatter of metal detectorist finds suggests there may be wider archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LB; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with small copse, scattered field trees and hedgerows, area of TPO woodland adjacent to the site, opposite railway line.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from A5. Landfill on site but likely to be inert however as on site may require checks.
<i>Public Protection Comments Management of Constraints:</i>	Mitigate noise by location (separation distances to the road) of dwellings, orientation and room layout as well as glazing and boundary treatment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>This site, which is being promoted for employment, is around 2km away from the nearest significant areas of housing and the route between does not make any provision for walking or attractive for cycling. The A5 bypass would also represent a significant barrier for sustainable modes of transport. The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal. Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>The site is significantly divorced from the town and from services and facilities. As a potential employment area the site has a medium-high landscape/visual sensitivity rating and it is considered there are more appropriate locations for large scale employment land. Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR157VAR</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	6%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>This site, as an employment site, is around 2km away from the nearest significant areas of housing and the route between does not make any provision for walking or attractive for cycling. The A5 bypass would also represent a significant barrier for sustainable modes of transport. As a housing site it could accommodate over 1,900 homes but would be over 2km away from the nearest facilities, schools etc. As a mixed site it is unlikely that it could support all the key facilities for sustainable living. This site, as an employment site, is around 2km away from the nearest significant areas of housing and the route between does not make any provision for walking or attractive for cycling. The A5 bypass would also represent a significant barrier for sustainable modes of transport. As a housing site it could accommodate over 1,900 homes but would be over 2km away from the nearest facilities, schools etc. As a mixed site it is unlikely that it could support all the key facilities for sustainable living.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Protection of ponds on the site will reduce the no. of houses possible.</p>
<i>Ecology Comments Other Constraints:</i>	<p>There are ponds on the site. Retention and protection of the ponds (with appropriate buffers) will reduce the no. of houses possible.</p> <p>There are badger records on the site - if setts are present, this will reduce the developable area available or a licence will be required to close the sett/s.</p> <p>The woodland to the southern border and alongside the A5 is Env. Network. Requires botanical survey, EclA and surveys for GCNs (ponds within 500m), bats, badgers, reptiles and nesting birds Hedgerows, trees and ponds will need to be buffered.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site would be detached from existing built edge of town. Cropmark enclosure (HER PRN 00005) of likely prehistoric date present in western part of site and it is also crossed by the projected line of a Roman roads (HER PRN 00098). Very large site size suggests and scatter of metal detectorist finds suggests there may be wider archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LB; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Hedgerows and mature hedgerow trees, scattered mature field trees and areas of woodland around pond and adjacent to railway line and highway.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arboricultural Impact Assessment, Tree Protection Plan & Arboricultural Method Statement.
<i>Tree Comments Opportunities:</i>	tree planting across the site, increase area of woodland along railway line and link to woodland around pond.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from A5. Landfill on site but likely to be inert however as on site may require checks.
<i>Public Protection Comments Management of Constraints:</i>	Mitigate noise by location (separation distances to the road) of dwellings, orientation and room layout as well as glazing and boundary treatment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>This site, which is being promoted for employment, is around 2km away from the nearest significant areas of housing and the route between does not make any provision for walking or attractive for cycling.</p> <p>The A5 bypass would also represent a significant barrier for sustainable modes of transport.</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site is significantly divorced from the town and from services and facilities.</p> <p>As a potential employment area the site has a medium-high landscape/visual sensitivity rating and it is considered there are more appropriate locations for large scale employment land.</p> <p>It is considered there are more sustainable locations to accommodate employment growth in the town during the plan period.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR158</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	5%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	10%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	4%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>These sites represent a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road. Together they would need to provide an new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>EciA required. To check all ponds on site (only one obvious pond but others may be present) for full range of protected species in addition to mature trees, buildings, badger setts, hedgerows and the water course. Pasture in northern fields may be species rich grassland that would be Core / priority or corridor habitat. Environmental Corridor buffers a long ditch that runs through this area. GCN have been recorded in the area including a pond 66m away from the north eastern field (to the west of this field). There are a large number of mature trees within and bordering this site. One is protected by a TPO. Otters are known likely to use the ditch as a corridor and a number of otter deaths have been recorded on the A5 bypass as a result of insufficiently large culverts under the road. Two semi-natural areas at the northern ends of the two north east fields should be surveyed.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network that crosses the site in accordance with CS17 Environmental Networks and MD12. In particular the ditch should be fully buffered.
<i>Ecology Comments Opportunities:</i>	The entire area beyond this development should be master-planned - in part to ensure that adequate greenspace provision is provided for people and wildlife. The ditch could be re-naturalized and its capacity increased with in-line pools to made a feature for people and wildlife. De-culvert this where possible. Enhancement of the two semi-natural areas at the northern ends of the two north east fields. Save passage for otters under or over the A5 should be installed or a means of preventing them from crossing the road. This could also provide a better crossing for people. A green bridge.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site includes, and has the potential to effect the setting of, Grade II listed Upper Edgebold farmhouse (NHLE ref. 1055682). Also includes the associated historic farmstead (HER PRN 40903) and medieval moated site (HER PRN 02968). No other known archaeological interest but very large site size suggests there may be wider archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (settings of LB; Level 2 historic buildings assessment if any demo proposed at Upper Edgebold Farm; DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with scattered field trees and hedgerows
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from road to the west and south. Existing farm on site which if it remains may cause concerns (noise, odour, dusts) and of this area were to be developed may have contaminated land due to past activity.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Con land remediation likely to be available. Should the farm remain I would suggest that good stand off distance to first residential properties is proposed to ensure the business does not get hampered by development and vice versa.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>The site represents a major opportunity for significant greenfield land release to the west of the town, within the A5. The site is currently predominantly used for grazing.</p> <p>In following good master planning principles it is considered this site should be considered alongside adjoining sites SHR161 and SHR060. Whilst these sites are being promoted separately, it is understood there is good opportunity to deliver a comprehensively planned development.</p> <p>The site offers the opportunity to extend the green networks in the west of the town - a key objective of the Big Town Plan. The site has no overarching constraints identified.</p> <p>The sites represent a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road and would need to provide a new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car.</p> <p>It has a medium/low landscape sensitivity, is considered to be a good location for development by the majority of other service area - ecology, public protection, trees. Heritage have identified the site as an acceptable location, whilst acknowledging the Grade II listed building on the site. It is considered this can be managed through the proposed masterplan process.</p> <p>Whilst the site scores poorly against the SA, it should be recognised that this is predominantly due to the proximity to services and the presences of the Grade II listed Farmhouse at Upper Edgebold, both of which can be mitigated through the masterplan process. These sites (158, 060, 161) are over 1.5km to the nearest primary school and convenience store. Frequent bus service operate along Mytton Oak Road and Hanwood Road but these are around 800m from the centre of the sites. It would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	<p>The site's scale offers significant opportunity to develop additional services and facilities and to mitigate out identified constraints.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	No
<b>Potential for Allocation?</b>	Yes
<b>Recommendation</b>	<p>Identify the site as part of a mixed use sustainable urban extension allocation alongside sites SHR060 &amp; SHR161. This sustainable urban extension is to include around 1,500 dwellings (300 dwellings of which form part of the proposed contribution to unmet needs forecast to arise in the Black Country), 5ha employment land, green spaces, community uses and other on-site infrastructure.</p>
<b>Reasoning</b>	<p>The site represents part of a major opportunity for significant greenfield land release to the west of the town, within the A5. The site is currently predominantly used for grazing.</p> <p>In following good master planning principles it is considered this site should be considered alongside adjoining sites SHR060 and SHR161. These sites are being promoted jointly and it is understood this is underpinned by a land promotion agreement. This will ensure the site is developed in a comprehensive manner, through a master planned approach.</p> <p>The site offers the opportunity to extend the green networks in the west of the town - a key objective of the Big Town Plan. The site is considered to meet strategic needs well. The site has no overarching constraints.</p> <p>The sites represent a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road and would need to provide a new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car.</p> <p>It has a medium/low landscape sensitivity, is considered to be a good location for development by the majority of other service area - ecology, public protection, trees. Heritage have identified the site as an acceptable location, whilst acknowledging the Grade II listed building on the site. It is considered this can be managed through the proposed masterplan process.</p> <p>Whilst the site scores poorly against the SA, it should be recognised that this is predominantly due to the proximity to services and the presences of the Grade II listed Farmhouse at Upper Edgebold, both of which can be mitigated through the masterplan process. Given the proximity of services it would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services. It is recognised there is potential for new education provision within the existing allocated site to the east which could also serve this site. The mix of uses on the site has evolved since the Preferred Options consultation in November 2018, reflecting early urban design work being carried out by the site promoter, alongside the consideration of opportunities for park and ride provision and a more focussed and consolidated employment provision.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p> <p>This sustainable urban extension presents an opportunity to support the local economy, create jobs, provide housing to meet needs arising in Shropshire and accommodate 300 houses as part of the proposed contribution to the unmet housing need forecast to be arise within the Black Country. This is considered to constitute sustainable development.</p> <p>Accommodating part of the proposed contribution to the Black Country on this site will contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<b>Further Main Modifications required:</b>	<p>Yes:</p> <p>Draft Policies SP2 and S16 to be amended to reflect the fact that 300 of the dwellings proposed across SHR060, SHR158 and SHR161 form part of the proposed contribution towards the unmet housing needs forecast to arise within the Black Country.</p>

<p><b>If proposed for Allocation, Potential Capacity:</b></p>	<p>This sustainable urban extension of SHR060, SHR158 &amp; SHR161 is to include around 1,500 dwellings (300 dwellings of which form part of the proposed contribution to unmet needs forecast to arise in the Black Country), 5ha employment land, green spaces, community uses and other on-site infrastructure.</p>
<p><b>If proposed for Allocation Design Requirements:</b></p>	<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.</p> <p>Due to the scale of the site it is likely delivery will continue beyond 2038 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 50 hectares will be required for residential purposes (to deliver around 1,500 dwellings) and a minimum of 5 hectares will come forward for employment purposes, alongside the potential for new park and ride provision. There are significant opportunities to enhance infrastructure as part of this development.</p> <p>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>

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR160</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	6%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	7%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-Low
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>This site is part of a group of sites to the north of A49/A53 Battlefield Roundabout in a location where the local highway network is close to capacity at peak times. Specifically the development would add to the existing congestion on the A49 bypass between the A53 and Sundorne Road. It is unlikely that the congestion can be mitigated. Development of this scale in the location is unlikely to be acceptable in highways terms until the Shrewsbury North West Relief Road has been completed.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Woodland to the north is Plantation Ancient Woodland and would need to be buffered from the effects of development under NPPF and MD12 (15 - 50m) reducing area available for development. Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>GCN have been recorded in the pond in the garden to the south. Boundary trees may support bats and birds and should be assessed. The hedgerows are core / priority habitat and should be retained. The thin woodland on the northern boundary is protected under an area TPO.</p>

<i>Ecology Comments Management of Constraints:</i>	Some land may be required near this pool for mitigation. A large buffer would be required along the northern boundary to protect the TPO trees.
<i>Ecology Comments Opportunities:</i>	Woodland planting along the north and east boundaries should be encouraged to enhance the environmental network. A pond should be created near the southern boundary. SUDS features should be suitable for GCN.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Potential effect on setting of Shrewsbury Registered Battlefield (NHLE ref. 1000033). Possible archaeological interest relating to the battle archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (settings of Battlefield; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Scattered mature curtilage trees
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible noise to the west from road. Small landfill to north, commercial to the north as a noise and dust source.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Con land remediation likely to be available.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Poor
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north-east of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>The site is divorced from the settlement and should only come forward if SHR195 is preferred.</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. It also performs poorly for housing in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal, although fair for employment.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site is divorced from the settlement and site SHR195 is not preferred.</p> <p>There are also outstanding concerns relating the impact to the on-site dense woodland to the north of the site.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR161</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	7%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	8%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	13%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	18%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>These sites represent a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road. Together they would need to provide an new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclIA required. At least one pond is present on site. Two ponds found within 50m of the site are known to have GCN. Mitigation land required for GCN may impact the area of land available for development - in particular if GCN are found on site. There are a large number of mature trees within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Tree Preservation Orders are listed for several trees on site and in the boundary - mostly the eastern side. The created landscape may have already developed biodiversity interest. Some species of interest have been found in the SUDS feature near the entrance.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. This is likely to involve setting aside terrestrial habitat near the pond in the garden to the north of the site. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field with large buffers for the TPO trees in particular. Protect, enhance and restore Env. Network that runs down the eastern side in accordance with CS17 Environmental Networks and MD12. This would also take into consideration the TPO trees.
<i>Ecology Comments Opportunities:</i>	Environmental Network could be enhanced in many places. In particular the eastern side. The side would serve well as a country park given the infrastructure has already been installed.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Archaeological features identified through archaeological work in 2012 -13.
<i>Heritage Comments Management of Constraints:</i>	Archaeological mitigation can be secured by condition.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with scattered field trees and hedgerows, some TPO trees on and adjacent to the site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	No notable constraints
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the east of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The site represents part of a major opportunity for significant greenfield land release to the west of the town, within the A5. The site is currently predominantly used for grazing.</p> <p>In following good master planning principles it is considered this site should be considered alongside adjoining sites SHR161 and SHR060. Whilst these sites are being promoted separately, it is understood there is good opportunity to deliver a comprehensively planned development.</p> <p>The site offers the opportunity to extend the green networks in the west of the town - a key objective of the Big Town Plan. The site is considered to meet strategic needs well.</p> <p>The site has no overarching constraints.</p> <p>The sites represent a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road and would need to provide a new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car.</p> <p>It has a medium/low landscape sensitivity, is considered to be a good location for development by the majority of other service area - ecology, public protection, trees. Heritage have identified the site as an acceptable location, whilst acknowledging the Grade II listed building on the site. It is considered this can be managed through the proposed masterplan process.</p> <p>Whilst the site scores poorly against the SA, it should be recognised that this is predominantly due to the proximity to services and the presences of the Grade II listed Farmhouse at Upper Edgebold, both of which can be mitigated through the masterplan process. These sites are over 1.5km to the nearest primary school and convenience store. Frequent bus service operate along Mytton Oak Road and Hanwood Road but these are around 800m from the centre of the sites. It would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>Yes</p>
<p><b>Recommendation</b></p>	<p>Identify the site as part of a mixed use sustainable urban extension allocation alongside sites SHR060 &amp; SHR158. This sustainable urban extension is to include around 1,500 dwellings (300 dwellings of which form part of the proposed contribution to unmet needs forecast to arise in the Black Country), 5ha employment land, green spaces, community uses and other on-site infrastructure.</p>
<p><b>Reasoning</b></p>	<p>The site represents part of a major opportunity for significant greenfield land release to the west of the town, within the A5. The site is currently predominantly used for grazing.</p> <p>In following good master planning principles it is considered this site should be considered alongside adjoining sites SHR060 and SHR158. These sites are being promoted jointly and it is understood this is underpinned by a land promotion agreement. This will ensure the site is developed in a comprehensive manner, through a master planned approach.</p> <p>The site offers the opportunity to extend the green networks in the west of the town - a key objective of the Big Town Plan. The site is considered to meet strategic needs well. The site has no overarching constraints.</p> <p>The sites represent a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road and would need to provide a new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car.</p> <p>It has a medium/low landscape sensitivity, is considered to be a good location for development by the majority of other service area - ecology, public protection, trees. Heritage have identified the site as an acceptable location, whilst acknowledging the Grade II listed building on the site. It is considered this can be managed through the proposed masterplan process.</p> <p>Whilst the site scores poorly against the SA, it should be recognised that this is predominantly due to the proximity to services and the presences of the Grade II listed Farmhouse at Upper Edgebold, both of which can be mitigated through the masterplan process. Given the proximity of services it would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services. It is recognised there is potential for new education provision within the existing allocated site to the east which could also serve this site. The mix of uses on the site has evolved since the Preferred Options consultation in November 2018, reflecting early urban design work being carried out by the site promoter, alongside the consideration of opportunities for park and ride provision and a more focussed and consolidated employment provision.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p> <p>This sustainable urban extension presents an opportunity to support the local economy, create jobs, provide housing to meet needs arising in Shropshire and accommodate 300 houses as part of the proposed contribution to the unmet housing need forecast to be arise within the Black Country. This is considered to constitute sustainable development.</p> <p>Accommodating part of the proposed contribution to the Black Country on this site will contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modifications required:</b></p>	<p>Yes: Draft Policies SP2 and S16 to be amended to reflect the fact that 300 of the dwellings proposed across SHR060, SHR158 and SHR161 form part of the proposed contribution towards the unmet housing needs forecast to arise within the Black Country.</p>

<p><b>If proposed for Allocation, Potential Capacity:</b></p>	<p>This sustainable urban extension of SHR060, SHR158 &amp; SHR161 is to include around 1,500 dwellings (300 dwellings of which form part of the proposed contribution to unmet needs forecast to arise in the Black Country), 5ha employment land, green spaces, community uses and other on-site infrastructure.</p>
<p><b>If proposed for Allocation Design Requirements:</b></p>	<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.</p> <p>Due to the scale of the site it is likely delivery will continue beyond 2038 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 50 hectares will be required for residential purposes (to deliver around 1,500 dwellings) and a minimum of 5 hectares will come forward for employment purposes, alongside the potential for new park and ride provision. There are significant opportunities to enhance infrastructure as part of this development.</p> <p>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>

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR162</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low and Medium-High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low and High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium and High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium and High
<i>Highway Comments - Direct Access to Highway Network?</i>	SHR162 is part of SHR216 which has the potential to deliver 694 homes. Access would be onto Holy Head Road. Land would need to be protected to deliver the Shrewsbury North West Relief Road across the southern part of the site.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none
<i>Ecology Comments Other Constraints:</i>	EclA required. A large garden pond is found 40m to the west of this area. Shelton Rough Local Wildlife Site is directly adjacent to the eastern boundary and northern corner. The grassland may be species rich and could be defined as Core / Priority Habitat and therefore be considered in accordance with CS17 Environmental Networks and MD12. There are a large number of mature trees within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. A block of woodland to the north west is at least Corridor Habitat and likely Core Habitat. Several protected species are likely to be found on or near the site including birds, bats, badgers

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement - in particular if the pond is found to support breeding GCN. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network borders the site on most sides in accordance with CS17 Environmental Networks and MD12. In particular a wider buffer should be in place adjacent to the Local Wildlife Site woodland.
<i>Ecology Comments Opportunities:</i>	The woodland to the east and the block to the west could be enhanced by further tree planting adjacent to it.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	No known archaeological interest but large size of site suggests it may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Significant trees and woodlands on the boundaries of the site, level of important tree cover may limit developable area.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to south.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	See assessment for SHR216.
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Known Infrastructure Opportunities:</b>	Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.
<b>Potential for Windfall?</b>	N/A
<b>Potential for Allocation?</b>	N/A
<b>Recommendation</b>	N/A
<b>Reasoning</b>	See site assessment for SHR216
<b>Further Main Modifications required:</b>	No

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR163</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	6%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>These sites have the potential to deliver 4,958 homes. The current levels of traffic on Ellesmere Road and on the A49 bypass north of Sundorne Road roundabout constrain major development in the north of Shrewsbury and these sites should only be brought forward once the Shrewsbury North West Relief Road has been secured. The scheme provide alternative routes for existing traffic which reduce the current pressures on Ellesmere Road and the A49 bypass creating additional capacity for major development in north Shrewsbury. The new road will also provide a strategic access route through these sites.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). HRA will also be required for other impacts on Hencott Pool Ramsar Site part of which is directly adjacent and within the surface water catchment. Issues include recreational impacts in-combination and direct run-off into site. More than the minimum 30m per bedroom (SAMDev Policy MD2) may be required to address potential recreational impacts identified in the HRA. These issues would greatly reduce the amount of development possible and would need additional detailed research to inform the HRA of the LPR and at planning application stage. Suggest do not allocate this site. Planned route of the NWRR passes through the middle of this site. Lies in 'rural' setting.</p>
<i>Ecology Comments Other Constraints:</i>	<p>One pond is found in this area and 2 ponds are present within 50m. These and others further away may support GCN. The outflow from Hencott Pool flows through this area. Mature trees are within and bordering this site - most of which are protected under TPOs. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. Much of the area is arable with little biodiversity interest.</p>

<i>Ecology Comments Management of Constraints:</i>	Much of the northern area is likely to be too close to the Ramsar site and not possible to develop. The HRA will have to assess whether the rest is possible. For other considerations; protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network to north and through the site in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Much of the land surrounding Hencott pool has been farmed as arable and likely to be overly fertile. Soil stripping and pool creation to the north of the site could result in very species-rich habitat being created with the possibility of species migrating from Hencott Pool.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	No known archaeological interest but large size of site suggests it may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with curtilage hedges borders woodland to the NW
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	NWRR location likely to run through the site. Road on southeast boundary a noise source. Poss. con land from unknown filled ground to the northwest.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Con land remediation likely to be available.
<i>Public Protection Comments Opportunities:</i>	Consideration of any future NWRR should be given.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the north-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>This is a significant site dependent upon the delivery of the proposed NWRR.</p> <p>Other major concerns over the ecological impacts on Hencott Pool Ramsar Site, and the noise impact from the rail line. The site is over 1.0km to the nearest primary school and 1.5km to the nearest convenience store. Frequent bus service operate along Mount Pleasant Road approximately 800m from the centre of the sites. It would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services. A masterplan for these sites would need to include new facilities such as a school and local centre (to be delivered alongside adjoining site options).</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>In time this site may have some potential alongside the delivery of the proposed NWRR. However, ahead of this a sustainable access is not considered achievable and there are other ecological and noise impacts which make this site unsustainable.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR165</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	53%
<i>Percentage of site in Flood Zone 2:</i>	61%
<i>Percentage of site in Flood Zone 1:</i>	39%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	7%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	5%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>Access would be via a new junction onto Hazeldine Way. An appropriate standard junction with links to the existing pedestrian and cycle network is achievable but space is constrained by land levels and crash barrier to bridge over Rea Brook.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>2 large new ponds are present within 40m and 60m. These and others further away may support GCN. Part of the site already appears to be developed in part. There is a block of new woodland to the north west. Hedgerow, that forms some of the boundaries, is Core / Priority Habitat.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement - in particular if the ponds are found to support breeding GCN. Retain and enhance all hedgerows/tree lines on boundaries.
<i>Ecology Comments Opportunities:</i>	Further woodland planting at the north west corner plus some network creation along the eastern boundary would be useful.
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Field site is surrounded with mature trees
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Low density with retention of mature trees
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Rail and road noise to site boundaries.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the south of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>61% of site in flood zones 2 and 3 which will reduce the potential numbers of dwellings. Within the existing development boundary.</p> <p>The site is approximately 500m from the nearest supermarket and regular bus service and less than 1.5km from the nearest primary school. There is a good pedestrian and cycle network in the vicinity.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>Yes</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site is a greenfield location within the development boundary capable of safe access. However, flood risk is a major constraint which could undermine viability as the scale of delivery will need to be significantly reduced.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR166</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	6%
<i>Percentage of site in Flood Zone 2:</i>	7%
<i>Percentage of site in Flood Zone 1:</i>	93%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	6%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	This employment site has direct access onto the A49 bypass and appropriate junction(s) could be achieved along the site frontage.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	Possible HRA required due to road emissions from increased traffic (in-combination) on Hencott Pool Ramsar. See LPR HRA.
<i>Ecology Comments Other Constraints:</i>	North west and south west corners of this area are within the Environmental Network due to the proximity to the flood plain. These parts are in flood zone two and three. Requires EclA and surveys for bats (transects), GCNs (ponds within 500m), badgers and nesting birds.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12
<i>Ecology Comments Opportunities:</i>	A useful habitat corridor could be created to the west and also along the line of the power cables. See accompanying document.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site may effect settings of Scheduled Monuments of Haughmond Hill hillfort (NHLE ref. 1021282) and Queen Eleanor's Bower ringwork (NHLE ref. 1021281). Site contains majority of large Roman marching camp (HER PRN 00124) so has significant archaeological potential. Site detached from existing built edge of Shrewsbury
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of SMS; archaeological DBA + field evaluation). NB Part of Roman marching camp excavated in advance of construction of A49 bypass.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Treeless field site - would need buffer zone to the river and screening to the A49
<i>Tree Comments Management of Constraints:</i>	N/A
<i>Tree Comments Opportunities:</i>	Retain existing trees and Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from A49 and rail.
<i>Public Protection Comments Management of Constraints:</i>	Mitigate noise by location (separation distances to the road) of dwellings, orientation and room layout as well as glazing and boundary treatment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the east of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The site is well contained between the A49 to the east, the River Severn to the west and north, and the railway line to the south. Highway access can be achieved from the A49.</p> <p>The scale of the site allows for the opportunity for a self contained employment site appropriate for a range of class B uses north of the strategic A49/A5 junction.</p> <p>The prospects of sustainable travel to / from this location are extremely limited unless a new cycle / footbridge could be constructed across the river Severn to Crowmere Road. There are no footways along the existing bypass routes from housing in Sundorne to the north or London Road to the south, both of which are over 2km away. Therefore not suited to residential use.</p> <p>The site is physically separated from the existing built form of the town and therefore is not considered to offer opportunities for mixed use.</p> <p>The site performs poorly for employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair for housing in the context of the settlement and fair for housing and employment in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>It is recognised the site has been identified as having high landscape and visual sensitivity, however, this is in relation to the larger land use parcel also covers land to the east of the A49 into an area of less self containment.</p> <p>The site is currently identified as having potential for a Parkway Station in the adopted Core Strategy.</p> <p>Much of the site contains a newly designed Scheduled Monument. The site is also in the setting of Scheduled Monuments on Haughmond Hill.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>7% of the site is in Flood risk zone 2 and 3 and therefore must be mitigated through the design and layout of the any future proposal.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Access from the A49 offers the potential to attract investment.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>Yes</p>
<p><b>Recommendation</b></p>	<p>Maintain the site as a proposed employment allocation whilst proactive discussions with the landowner are undertaken to inform the eventual decision regarding the proposed status of this site.</p>
<p><b>Reasoning</b></p>	<p>The site is well contained but divorced from the existing residential built form of the town, and therefore not considered appropriate for housing development. However, the site's strategic access point from the A49 offers a good opportunity to develop a strategically important employment location.</p> <p>Much of the site contains a newly designed Scheduled Monument. This matter is currently being due consideration, informed by ongoing engagement with the site promoter.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	45ha of employment land
<b>If proposed for Allocation Design Requirements:</b>	<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>

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR168</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium and High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low and Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Very High and Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High and Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>Access would be onto Corporation Lane some 200m north of the Nursery Meadows junctions. This section of Corporation Lane is a single track lane with no pedestrian facilities and unsuitable for the traffic associated with the proposed development. Third party land would be required to improve the lane. Also the access route onto the Berwick Road (Corporation Lane and Coton Crescent) are narrow residential streets.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others.) and for possible recreation impacts in-combination on Hencott Pool. More than the minimum 30m per bedroom (SAMDev Policy MD2) would be required to address recreation issues in the HRA which could reduce numbers of dwellings possible. Entire area may be Environmental Network - Core Habitat and/or Corridor. There is no space on site to mitigate for the loss of the network. The network requires protection in accordance with CS17 Environmental Networks and MD12.</p>
<i>Ecology Comments Other Constraints:</i>	<p>The grassland habitat has been identified as potentially of interest and if so this would mean the entire site is core habitat in the environmental network and requires protection in accordance with CS17 Environmental Networks and MD12. There is a large pool just over the railway line which has recently been shown to support a medium population of Great Crested Newts. If the grassland isn't of interest then much of the boundary of the site is corridor in the Env. Network. Mature trees border this site. One mature tree is protected with a TPO. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Survey may reveal that not all the site is Environmental Network but where this is present it should be protected, enhanced and restored in accordance with CS17 Environmental Networks and MD12. Area of mitigation required is likely to reduce the area available for development.
<i>Ecology Comments Opportunities:</i>	Corridor to the east and west could be enhanced
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Curtilage trees
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Rail to east as noise source.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>Around 10% of the site is brownfield.</p> <p>The site is over 1.0km to the nearest shops and primary school on Ellesmere Road. The route would be via Corporation Lane which has no footways albeit lightly trafficked.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site's access is not considered suitable, and there are more sustainable options elsewhere.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR169</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	34%
<i>Percentage of site in Flood Zone 1:</i>	66%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	33%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Very High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	Access via a new priority junction onto Berwick Road which is subject to the national speed limit. Would only be appropriate if it could be demonstrated that the existing 40mph speed limit could be appropriately extended.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Western third of site is Environmental Network Corridor as it is within Flood zone 2. There is little space left on site for development which may make this area unviable. The network requires protection in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Other Constraints:</i>	Mature trees are within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. A Tree Preservation Order is listed for the block of trees to the north.

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries and infield.
<i>Ecology Comments Opportunities:</i>	Enhance Environmental Network by additional tree planting.
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Scattered mature curtilage trees
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Retain existing trees
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise to south of the site.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>The site is over 1.5km to the nearest shops and primary school on Ellesmere Road.</p> <p>Third of site in Flood Zone 2 and within the Environmental Network.</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>A third of the site is within Flood Zone 2, and within the Environmental Network, and therefore there is concern the site is not viable for development.</p> <p>More preferred sites elsewhere.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR170</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	2%
<i>Percentage of site in Flood Zone 1:</i>	98%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	1%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>Access would be via Shelton Lane to Holy Head Road. Shelton Lane is very narrow and not suitable for regular vehicular traffic and would need to be upgraded from bridleway to estate road standards if this development were to go ahead and third party land may be required.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Entire area is Environmental Network - Core Habitat and/or Corridor. There is no space on site to mitigate for the loss of the network. The network requires protection in accordance with CS17 Environmental Networks and MD12.</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. The site may have once been species-rich grassland but now appears to be a mix of scrub and woodland. Being semi-natural in character the entire site creates good corridor habitat - perhaps Core Habitat in places. Several protected species could use this habitat. In particular, nesting birds, bats, badgers, reptiles, and otter.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Survey may reveal that not all the site is Environmental Network but where this is present it should be protected, enhanced and restored in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	It may still be possible to restore the former species-rich grassland. Woodland enhancement may be possible.
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	Significant woodland across site, could not be developed without the loss of a significant area of high value woodland.
<i>Tree Comments Other Constraints:</i>	
<i>Tree Comments Management of Constraints:</i>	
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible off site contamination migration possible.
<i>Public Protection Comments Management of Constraints:</i>	Con land remediation available.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>This site is around 1.8km from the nearest primary school and 2km from the nearest convenience store. The regular bus services that run along the Holy Head Road are less than 400m from the sites.</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>Suitable vehicular access not achievable. Concern about loss of high quality woodland, and the impact on the environmental network.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR171</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	9%
<i>Percentage of site in Flood Zone 2:</i>	10%
<i>Percentage of site in Flood Zone 1:</i>	90%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	6%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	9%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	18%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	2%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>his site is isolated from the other sites being promoted between the Mytton Oak Road and the Radbrook Road. It would therefore need to be developed as a stand alone site with access assumed to be via the existing private lane to Ley Grange. The junction of this lane with the Mytton Oak Road would need to be improved. If the lane is to be adopted it would need to be improved to highway estate road standards. Alternatively the site could be accessed via a new roundabout junction replacing the existing Gains Park Way / Mytton Oak Road ghost island right turn junction.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Mitigation land required for GCN may impact the area of land available for development - in particular if GCN are found on site. The area required may impact the viability of any development here. If the grassland is priority / core habitat, then the reduced area available for development after adequate mitigation has been provided may make this site unviable</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. Eastern part of site is in Flood Zone 2 and 3 and also the Environmental Network on account of the buffered area from the Bowbrook. A pond is present and GCN are known from the area. Mitigation land required for GCN may impact the area of land available for development - in particular if GCN are found on site. Another large pond is present to the east which may also support GCN. There are a large number of mature trees within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network to south and east in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Buffer to the Bowbrook could provide useful enhancement to this corridor if large enough (at least 10m). In-line pools could also act as a flood mitigation measure.
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Significant trees on and adjacent to the site, may limit developable area and access.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise to north
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>10% of site in flood zones 2 and 3.  Site is a Source Protection Zone.  18% of site in 1000 years surface water flooding zone.  The site can easily be linked into existing pedestrian and cycle infrastructure and there is a frequent bus service on Mytton Oak Road (less than 400m away). It is approximately 1 km from a local shopping centre Oxon Primary School.  Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site could form part of a wider allocation with other promoted sites between Mytton Oak Road and Hanwood Road, but this would be reliant on additional land being promoted to the east.  Other site preferable at this stage to accommodate need.  Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.  It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.  Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.  The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR173</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	6%
<i>Percentage of site in Flood Zone 2:</i>	6%
<i>Percentage of site in Flood Zone 1:</i>	94%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	6%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>This is part of a cluster of site options (along with SHR179 and SHR180) SHR173 has the potential to deliver 700 homes. Access would be via a new junction onto Ellesmere Road. The traffic generated by such a large development - as high as 500 trip in the peak hour - would create significant congestion on Ellesmere Road. It is very unlikely that the congestion can be mitigated. Development of this scale on Ellesmere Road is unlikely to be acceptable in highway terms until the Shrewsbury North West Relief Road has been completed.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere, Hencott Pool and Clarepool Moss (possibly others) and possible recreation impacts on Hencott Pool. More than the minimum 30m per bedroom (SAMDev Policy MD2) would be required to address recreation issues in the HRA which could reduce numbers of dwellings possible. See LPR HRA. Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. North western corner is within a Local Wildlife Site (Core Habitat in the Env. Network) and a wide border of the north and west are Env. Network corridor on account of the grassland which may be of interest. The trees in the LWS are also protected under an area TPO. Mature trees are within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. Some areas look a little like dry ponds. These could require checking.</p>

<i>Ecology Comments Management of Constraints:</i>	Grassland would require survey between May and August but an experienced surveyor as pastures are difficult to assess. Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network to south and east in accordance with CS17 Environmental Networks and MD12. Reduced area of development likely due to mitigation land required for Environmental Network.
<i>Ecology Comments Opportunities:</i>	Environmental Network could be enhanced in many places. In particular the western side along the railway and the northern side next to the Local Wildlife Site.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	No known archaeological interest but large size of site suggests it may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with curtilage hedges borders woodland to the NW
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to east, rail to west creating noise sources. Possible contamination from off site sources. Any large scale development on this side of town will need to consider the impact on air quality of the future development on the town centre, particularly the AQMA. Any additional vehicles entering town from this direction will impact negatively.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Contaminated land remediation likely to be available.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>Development of the NWRR would remove the highway objection to this site.          If allocated developer contributions should be sought towards the creation of a NWRR.          Large site on the edge of Shrewsbury's urban area, within easy walking distance of the town centre and train station and on a public transport.          Opportunity for biodiversity gain as part of buffering to the north and east/south-east of the site.          Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>Yes</p>
<p><b>Recommendation</b></p>	<p>Identify the site as a proposed residential allocation</p>
<p><b>Reasoning</b></p>	<p>The proposal for the North West Relief Road (NWRR) is central to the inclusion of this site as an allocation. Currently, traffic between areas to the north and west of Shrewsbury has to pass through the town centre, through unsuitable roads west of the town or take the significantly longer route around the A5 / A49 bypass. As a result, there are unacceptably high levels of traffic including heavy vehicles on residential roads, including Ellesmere Road, approaching the town centre and within the centre itself where there is only limited highway capacity. This leads to problems of congestion, delays and journey unreliability for road users, and problems of noise, poor air quality and reduced accessibility, public transport services are also affected by congestion.</p> <p>At the time of the original Preferred Options consultation in November 2018, Shropshire Council did not have agreed funding for this road and it was therefore not considered as a viable opportunity to include within the Local Plan review. In February 2019 it was agreed the Council would received £54m of funding towards the construction of the NWRR. A Planning Application for the NWRR is currently being considered by Shropshire Council.</p> <p>Without the NWRR it is not considered the highways access to SHR173 is achievable without unacceptable impact on existing road network and amenity value of local residents. It is therefore considered the allocation should not come forward until the completion of the NWRR.</p> <p>The scheme has the potential to support funding for the NWRR through community infrastructure levy (CIL) funding.</p> <p>The scheme is considered to be in a sustainable location within a 15/20min walk of the town centre, and can support biodiversity gain through the creation of a green infrastructure buffer to the north of the site, adjacent to the Old River Bed SSSI and to the east/south-east adjacent to the railway line. There are also opportunities to deliver local facilities at the scale of housing proposed which increases the self-containment of the proposal and reduces the need to travel.</p> <p>The option represents a complementary area of growth with land to the west of the town. This supports a balanced approach to growth in the town in the long term.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	450
<b>If proposed for Allocation Design Requirements:</b>	Dependent upon the delivery of the NWRR, and phasing should reflect this with no occupation before the road's operation. Opportunity to deliver the scheme through a master planned approach, focussing on design quality, layout and mix. Opportunity to support key objectives of the Big Town Plan.



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR174</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	6%
<i>Percentage of site in Flood Zone 1:</i>	94%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	5%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	15%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>These sites have the potential to deliver 4,958 homes. The current levels of traffic on Ellesmere Road and on the A49 bypass north of Sundorne Road roundabout constrain major development in the north of Shrewsbury and these sites should only be brought forward once the Shrewsbury North West Relief Road has been secured. The scheme provide alternative routes for existing traffic which reduce the current pressures on Ellesmere Road and the A49 bypass creating additional capacity for major development in north Shrewsbury. The new road will also provide a strategic access route through these sites.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). HRA will also be required for impacts on Hencott Pool Ramsar Site, which is entirely within this allocation. Clearly the Ramsar will not be possible to build on but it may well be impossible to develop much of the rest of this area. Impacts directly and indirectly on the Ramsar would also include destruction of habitats, recreational impacts in-combination, damage to the water catchment and direct run-off into site. More than the minimum 30m per bedroom (SAMDev Policy MD2) would be required to address potential recreation impacts identified in the HRA. These issues would greatly reduce the amount of development possible and would need additional detailed research to inform the HRA of the LPR and at planning application stage. Suggest do not allocate this site. Planned route of the NWRP passes through the middle of this site. Lies in 'rural' setting. SHR200 is part of this site but there is no entry in this spreadsheet. Similar reservations would apply.</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. Surveys for GCN (in ponds adjacent), Reptiles, Badgers (known), Bats (buildings could require survey if being altered / destroyed), nesting birds, vascular plants. Environmental Network, including several areas of core / priority habitat would require survey. TPO trees are throughout.</p>

<i>Ecology Comments Management of Constraints:</i>	The HRA - informed by the EclA - will have to assess how much of this area might be available for development. For other considerations; protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network - mostly to west and north but also through site - in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Much of the land surrounding Hencott pool has been farmed as arable and likely to be overly fertile. Soil stripping and pool creation close to the Ramsar could result in very species-rich habitat being created with the possibility of species migrating from Hencott Pool.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible effect on setting of Shrewsbury Registered Battlefield (NHLE ref. 1000033). Site includes historic farmstead of Cross Hill Farm (HER PRN 26966) and possible prehistoric cropmark enclosure (HER PRN 04241).
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (settings of Battlefield; Level 2 historic buildings assessment; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	This site has 2 important Heavily wooded or plantation of trees on to the NW and Hencott pool Ramsar site
<i>Tree Comments Other Constraints:</i>	Remainder of site is agricultural with hedges and scattered trees
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature woodlands
<i>Tree Comments Opportunities:</i>	Part of site suitable part of site not suitable
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to east creating noise sources. Any large scale development on this side of town will need to consider the impact on air quality of the future development on the town centre, particularly the AQMA. Any additional vehicles entering town from this direction will impact negatively. Poss. contaminated land.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Contaminated land remediation likely to be available.
<i>Public Protection Comments Opportunities:</i>	Would be better site if air quality concerns for town centre were not so pronounced.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>This is a significant site dependent upon the delivery of the proposed NWRR.</p> <p>Other major concerns over the ecological impacts on Hencott Pool Ramsar Site, and the noise impact from the rail line. The site is over 1.0km to the nearest primary school and 1.5km to the nearest convenience store. Frequent bus service operate along Mount Pleasant Road approximately 800m from the centre of the sites. It would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services. A masterplan for these sites would need to include new facilities such as a school and local centre (to be delivered alongside adjoining site options).</p> <p>The site performs poorly for employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair for housing in the context of the settlement and fair for housing and employment in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>In time this site may have some potential alongside the delivery of the proposed NWRR. However, ahead of this a sustainable access is not considered achievable and there are other ecological and noise impacts which make this site unsustainable.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR176</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	14%
<i>Percentage of site in Flood Zone 2:</i>	16%
<i>Percentage of site in Flood Zone 1:</i>	84%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	9%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	15%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>Access is proposed onto Preston Street. In the interests of highway safety and to protect the amenity of residents in the vicinity of Preston Street, the new development south this site was given permission based on a 150 occupancy limit (with access onto Preston Street only) before a through route to London Road (south of Shrewsbury College) is in place. This through route has been designed to be attractive for those living in the new development to travel in both direction but is not direct and would not be attractive for those from SHR176 to use to gain access the strategic highway network at the A5 Emstrey Roundabout. Therefore it is unlikely that SHR176 would be acceptable due to the impact on Preston Street.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweetmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). A large proportion of this area is Environmental Network - Core Habitat and/or Corridor. Partly because much of it is in flood zones 2 and 3. There is little space on site to mitigate for the loss of the network which may impact the viability of this area as a whole. Fields to the west are arable and outside the network so less likely to have issues.</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. A large proportion of this area is Environmental Network - Core Habitat and/or Corridor. Partly because much of it is in flood zones 2 and 3. There is little space on site to mitigate for the loss of the network. The network requires protection in accordance with CS17 Environmental Networks and MD12. The River Severn along the eastern boundary and a buffer to this is also designated as a Local Wildlife Site. To the north a former quarry in the woodland is also protected as a Local Geological Site. Mature trees are within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. Two ponds are found in this area and 2 ponds are present within 210m. These and others further away may support GCN. Otter will use the River corridor but may also shelter in the woodland / scrub near the pond and drain and other areas. Badger are likely. Bats and birds are likely to use the buildings.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries and woodland block. Environmental Network and both Local designated sites should be protected, enhanced and restored in accordance with CS17 Environmental Networks and MD12. Area of mitigation required is likely to reduce the area available for development.
<i>Ecology Comments Opportunities:</i>	The field to the far east should be planted up as a mix of woodland and ephemeral pools. The line of the drain with the pool should be extended on both ends to enhance this corridor and perhaps coupled with an access route. The water course could be enhanced to make a feature and its capacity increased to help address flooding issues. In-line pools and 'leaky dams' should be considered.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site contains non-designated historic farmstead of Weirhill (HER PRNs 15145 & 27842) and site of Preston Ferry (HER PRN 02759). No other known archaeological interest but very large site size suggests there may be wider archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application ( Level 2 historic building assessment of historic farmstead if demo proposed or setting assessment to provide suitable stand-off from farm ; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Remainder of site is agricultural with hedges and scattered trees
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Rail to the north creating noise. Possible con land.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Contaminated land remediation likely to be available.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the east of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>The site would represent a further phase to the currently allocated and approved scheme south of Preston Street for 600 dwellings.</p> <p>The site could accommodate around 400 additional dwellings and provide for an extension to the planned open space south of Preston Street.</p> <p>There is potential for the site to contribute additional community facilities to support this and the consented scheme to the south.</p> <p>Road access is a major concern, and, if preferred, development would need to be phased until after the current scheme has been fully built out. This will have an impact on the rate of housing delivery in the early part of the plan period.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The new access to the development site to the south of this site has been designed to be attractive to those living in the new development to travel in both direction but it is not direct and it is considered that it would not be attractive for future residents of any development on SHR176 to use to gain access the strategic highway network at the A5 Emstrey Roundabout. Therefore it is unlikely that SHR176 would be acceptable due to the impact on Preston Street.</p> <p>A proportion of the site is located in flood zones 2 and/or 3. A large proportion of the site constitutes part of the Environmental Network - Core Habitat and/or Corridor. There is little remaining space on site to mitigate for the loss of this component of the network.</p> <p>A HRA may be required for NOx pollution from increased traffic, in-combination with other sites.</p> <p>The site contains the non-designated historic farmstead of Weirhill (HER PRNs 15145 &amp; 27842) and site of Preston Ferry (HER PRN 02759).</p> <p>The site has a medium-high landscape and visual sensitivity to housing and high landscape and visual sensitivity to employment.</p> <p>Considered there are more sustainable options to the west of the town to accommodate major expansion.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR177</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	21%
<i>Percentage of site in Flood Zone 2:</i>	23%
<i>Percentage of site in Flood Zone 1:</i>	77%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	7%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>These sites have good access onto Gains Park Way which connects with the Welshpool Road to the north and the Mytton Oak Road to the south and onto the SRN. SHR177 could deliver 1,545 homes and SHR177 is promoted as a small employment site. Land would be available from the sites to deliver a series of appropriate type junctions and pedestrian and cycle infrastructure that connects to the existing network in the area.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>A large proportion of this area is Environmental Network - Core Habitat and/or Corridor. Partly because much of it is in flood zones 2 and 3. There is little space on site to mitigate for the loss of the network which may impact the viability of this area as a whole.</p>
<i>Ecology Comments Other Constraints:</i>	<p>A water course runs along the northern and eastern boundary. This and a 50m buffer into the site is within the Env. Network. The coarse grassland may be of interest. Mature trees are within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Two trees just north of this area protected under TPO. Hedgerow is Core / Priority Habitat. Birds and bats may also use the buildings present on site.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network to north and east in accordance with CS17 Environmental Networks and MD12. This is likely to leave very little room for development.
<i>Ecology Comments Opportunities:</i>	Network could be enhanced alongside the water course in particular but also down west border.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site includes medieval historic farmstead of Oak Farm (HER PRNs 13055 & 27846).
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (Level 2 historic buildings assessment if demo at Oak Farm proposed, archaeological DBA + ?field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Significant trees along east boundary of the site, hedgerows on other boundaries.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Residential; to the north west and opposite Gains Park Way.
<i>Public Protection Comments Management of Constraints:</i>	Separation distances primarily with good layout and orientation, abatement technologies and boundary treatment or a combination of the above could be employed to reduce any noise, odour and dust impacts on residential properties.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>The site represents a major opportunity for greenfield release alongside SHR057 on the edge of Shrewsbury between the existing built form (Gains Park) and the A5, consisting of around 25ha. The full extent of this combined site consists of over 50ha, but it is not considered all this land is necessary to meet development needs up to 2036. The site is well contained to the west (A5), east (Gains park) and south (Mytton oak Road). The combined site has good potential for access onto Gains Park Way which connects with the Welshpool Road to the north and the Mytton Oak Road to the south and onto the Strategic Road Network. Development in this location offers the opportunity to deliver the objectives of the Big Town Plan, in particular the potential to develop green infrastructure between this site and land south of Mytton Oak road. There are no overriding site constraints identified.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>Yes</p>
<b>Recommendation</b>	<p>Identify the site as a proposed residential allocation alongside part of SHR057</p>
<b>Reasoning</b>	<p>The site represents a major opportunity for greenfield release alongside SHR057 on the edge of Shrewsbury between the existing built form (Gains Park) and the A5, consisting of around 25ha. The full extent of this combined site consists of over 50ha, but it is not considered all this land is necessary to meet development needs up to 2038.</p> <p>The site is well contained to the west (A5), east (Gains park) and south (Mytton oak Road).</p> <p>The combined site has good potential for access onto Gains Park Way which connects with the Welshpool Road to the north and the Mytton Oak Road to the south and onto the Strategic Road Network.</p> <p>Development in this location offers the opportunity to deliver the objectives of the Big Town Plan, in particular the potential to develop green infrastructure between this site and land south of Mytton Oak road. There are no overriding site constraints identified.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	<p style="text-align: center;">SHR057 (part) / SHR177 combined capacity of 500 dwellings</p>
<b>If proposed for Allocation Design Requirements:</b>	<p style="text-align: center;">Development to come forward as part of a comprehensive scheme to enable the delivery of sustainable residential development.</p> <p style="text-align: center;">Vehicular access will be from Mytton Oak Road.</p> <p style="text-align: center;">Development will be expected to reflect the key objectives of the Big Town Plan.</p> <p>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> <p>Green infrastructure to be planned to link into future planned green network to land south of Mytton Oak Road (proposed allocation SHR158/060/161).</p>

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR178</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Access would be onto Albert Road. Estate road access with associated pedestrian facilities can be achieved within the site frontage.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none
<i>Ecology Comments Other Constraints:</i>	EclA required. Mature trees are within and bordering this site. One tree in the south east corner is protected with a TPO. The trees, hedgerows and buildings may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. This area has very low availability of Public Open Space (POS). Loss of this area to housing would represent the loss of potential POS.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	occasional adjacent mature tree
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	No constraints noted.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located in the north-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>Site is the existing Reman Services Sports and Social Club with approx. 20% is brownfield.  Site within the main urban form with opportunities to connect to existing services and facilities.  Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>Yes</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>Part of the site is currently in use.  No overarching constraints identified. Windfall opportunity.  Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.  It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.  Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.  The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR179</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>This is part of a cluster of site options (along with SHR179 and SHR180) SHR173 has the potential to deliver 700 homes. Access would be via a new junction onto Ellesmere Road. The traffic generated by such a large development - as high as 500 trip in the peak hour - would create significant congestion on Ellesmere Road. It is very unlikely that the congestion can be mitigated. Development of this scale on Ellesmere Road is unlikely to be acceptable in highway terms until the Shrewsbury North West Relief Road has been completed.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others) and possible recreation impacts in-combination on Hencott Pool. More than the minimum 30m per bedroom (SAMDev Policy MD2) would be required to address recreation issues in the HRA which could reduce numbers of dwellings possible. See LPR HRA. Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>Mature trees are within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. The areas is bordered to the north and west with Env. Network. The small separate field to the south may contain grassland of interest that qualifies as Core/Priority Habitat. Some areas look a little like dry ponds or small areas of interesting habitat. These could require checking.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network to south and east in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Build on the existing small blocks of non-arable land to create accessible natural greenspace. Consider soil stripping to help create biodiverse habitat.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	No known archaeological interest but large size of site suggests it may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with curtilage hedges and 2 "islands" of trees one central one to the south
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Poss. contaminated land. Road noise to the east. Any large scale development on this side of town will need to consider the impact on air quality of the future development on the town centre, particularly the AQMA. Any additional vehicles entering town from this direction will impact negatively.
<i>Public Protection Comments Management of Constraints:</i>	Con land remediation likely to be available. Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources.
<i>Public Protection Comments Opportunities:</i>	Would be a better site if no air quality issues in the town centre on this side of town.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the north-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Highways access cannot be achieved without unacceptable impact on existing road network. Until the proposed NWRR is proposed this will continue to a major concern.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>Highways access cannot be achieved without unacceptable impact on existing road network. Until the proposed NWRR is proposed this will continue to a major concern. Concern about general over-development from Ellesmere Road.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR180</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	Access via an extended Cedars Drive to Ellesmere Road. Existing simple T-junction onto Ellesmere Road will need to be checked but probably has the capacity to deal with the additional traffic from this development
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others) and possible recreation impacts in-combination on Hencott Pool. More than the minimum 30m per bedroom (SAMDev Policy MD2) would be required to address recreation issues in the HRA which could reduce numbers of dwellings possible. See LPR HR. Entire area may be Environmental Network - Core Habitat and/or Corridor. There is no space on site to mitigate for the loss of the network. The network requires protection in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Other Constraints:</i>	Ecia required. The grassland may be of interest and qualify as Core/Priority Habitat. Mature trees are within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. A pond with a medium size population of GCN is present to the south - but nobody seems to care.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. Survey site between May and August to determine grassland interest.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with curtilage hedges
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the north-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>The site is approximately 1km to the nearest food store, 800m to the nearest primary school and less than 400m from the nearest bus stop but this is only a 2 hourly bus service.</p> <p>The pedestrian and cycle network in the vicinity is reasonable but there are sections of footway on Ellesmere Road that are narrow. There has been significant growth along Ellesmere Road over the last five years and there is a risk further growth in a short period could lead to the over-development of the area.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>There has been significant growth along Ellesmere Road over the last five years and there is a risk further growth in a short period could lead to the over-development of the area. In addition the developable area of the site is likely to be reduced due to the need to enhance open space requirements beyond the 30sqm policy to mitigate against impacts from recreation pressure, and given the site is within the Environmental Network.</p> <p>Other sites present more sustainable opportunities to develop the town.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR181</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	5%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	11%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The current levels of traffic on Ellesmere Road and on the A49 bypass north of Sundorne Road roundabout constrain major development in the north of Shrewsbury and these sites should only be brought forward once the Shrewsbury North West Relief Road has been secured. The scheme provide alternative routes for existing traffic which reduce the current pressures on Ellesmere Road and the A49 bypass creating additional capacity for major development in north Shrewsbury. The new road will also provide a strategic access route through these sites.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). HRA will also be required for additional impacts on Hencott Pool Ramsar Site part of which is directly adjacent including recreational impacts in-combination and direct run-off into site. Part of the area is also in the catchment of Hencott Pool. More than the minimum 30m per bedroom (SAMDev Policy MD2) would be required to address potential residential impacts identified in the HRA. These issues would greatly reduce the amount of development possible and would need additional detailed research to inform the HRA of the LPR and at planning application stage. Suggest do not allocate this site. Planned route of the NWRR passes through the middle of this site. Lies in 'rural' setting.</p>
<i>Ecology Comments Other Constraints:</i>	<p>Two ponds are found in this area and 3 ponds are present within 50m. These and others further away may support GCN. Mature trees are within and bordering this site - with some boundary trees to the south protected under TPOs. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. Most of the area is arable farmland with little biodiversity interest. Otter has been recorded in the small copse near the north west.</p>

<i>Ecology Comments Management of Constraints:</i>	South west part of this area is directly adjacent to Hencott Pool Ramsar site. Much of the area is likely to be too close to the Ramsar site for development. The HRA will have to assess whether the rest is possible. For other considerations; protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network to north west and adjacent to the Ramsar in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	The woodland block with pools to the north west could form the core of public open space. The buffer to Hencott Pool needs to be significant. Much of the land surrounding Hencott pool has been farmed as arable and likely to be overly fertile. Soil stripping and pool creation near the Hencott Pool could result in very species-rich habitat being created with the possibility of species migrating from Hencott Pool.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible effect on setting of Shrewsbury Registered Battlefield (NHLE ref. 1000033). Site includes possible prehistoric cropmark enclosure (HER PRN 04241).
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (settings of Battlefield; Level 2 historic buildings assessment; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with curtilage hedges
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	NWRR location likely to run through the site. Any large scale development on this side of time will need to consider the impact on air quality of the future development on the town centre, particularly the AQMA. Any additional vehicles entering town from this direction will impact negatively. Road to north and east noise sources. Possible air quality constraints by road junction to northeast.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Separation distance from northeast to ensure no residents exposed to unacceptable air pollution. Air quality monitoring likely to be required for at least a year by any developer to show air pollution concentrations and highlight what mitigation is necessary.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the north-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>This is a significant site dependent upon the delivery of the proposed NWRR.</p> <p>Other major concerns over the ecological impacts on Hencott Pool Ramsar Site, and the noise impact from the rail line. The site is over 1.0km to the nearest primary school and 1.5km to the nearest convenience store. Frequent bus service operate along Mount Pleasant Road approximately 800m from the centre of the sites. It would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services. A masterplan for these sites would need to include new facilities such as a school and local centre (to be delivered alongside adjoining site options).</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>In time this site may have some potential alongside the delivery of the proposed NWRR. However, ahead of this a sustainable access is not considered achievable and there are other ecological and noise impacts which make this site unsustainable.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR182</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>Highway access directly onto the new route of Pulley Lane with the exception of SHR185 which is promoted with access to the old route of Pully Lane south of Lower Pulley Cottages - this section of old Pulley Lane in not suitable for new development traffic and improvements could not be achieved without third party land. The left only turn onto Hereford road (from new Pully Lane) works for the current users of the new Pulley Lane route as this accommodates Bayston Hill traffic that wants to access Shrewsbury. If these sites were developed those wanting to access the A5 bypass would need to take a detour to the Meole Brace retail park roundabout - this is not ideal.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>Mature trees are present on some site boundaries. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat.</p>

<i>Ecology Comments Management of Constraints:</i>	Retain and enhance all hedgerows/tree lines on boundaries.
<i>Ecology Comments Opportunities:</i>	Existing young woodland on boundaries could be expanded with additional planting. Accessible Natural Greenspace provision in the area is poor. This large area could also provide benefit to existing residents if greenspace were provided near the northern boundary
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site crossed by projected line of Roman road (HER PRN 00098) and also possible that the nearby Roman roadside settlement (HER PRN 00002) extends onto the site.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Hedgerows on boundaries
<i>Tree Comments Management of Constraints:</i>	
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Roads to south and east causing noise and air pollution.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Separation distances to road to ensure no air pollution issues. Monitoring necessary ideally for a period of a year prior to any thorough assessment being possible.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>Site covers area from A5 to the south to Pulley Lane to the north.  Northern part of the site (SHR185) is being promoted independently, but it is understood the two landowners are collaborating over promotion. A joint site option (SHR066, 082 and 085) would be preferred if proposed for allocation. Whilst north of the A5 the site is considered to make a contribution to the gap between Bayston Hill and Shrewsbury. Development of this site would extend development to the by-pass which, aside from the Meole Brace Park and Ride, is beyond the extent of the current built form.  Noise mitigation required as a buffer to the A5.  Access to the by-pass from the site would need to use the Meole Brace junction because of the left turn only onto Hereford Road.  Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>Concern that development onto the site could erode the gap between Bayston Hill and Shrewsbury. Development of this site would extend development to the by-pass which, aside from the Meole Brace Park and Ride, is beyond the extent of the current built form.  Access to the by-pass from the site would need to use the Meole Brace junction because of the left turn only onto Hereford Road.  Other sites are considered more sustainable to contribute to the development needs of Shrewsbury up to 2038. Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.  Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR183</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	9%
<i>Percentage of site in Flood Zone 2:</i>	9%
<i>Percentage of site in Flood Zone 1:</i>	91%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>Access would be via an improved existing private track onto Longden Road adjacent to the Monumental Mason. Track would need to be improved to estate road standards and it is questionable whether the track is wide enough for this or whether suitable visibility can be achieved within controlled land at Longden Road. The development of the site with two or three homes would allow a private access road to be maintained which is likely to be achievable.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Almost entire area may be Environmental Network - Core Habitat and/or Corridor. There is no space on site to mitigate for the loss of the network. The network requires protection in accordance with CS17 Environmental Networks and MD12.</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. The grassland may be of interest and qualify as Core/Priority Habitat. A buffer of the core habitat along the Radbrook is also required and the lower area is in Flood Zone 2 and 3. Mature trees are within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. The Radbrook is used by otters. Badgers are likely to use this site. Reptiles are possible here. In particular grass-snake.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. In particular a wide buffer to the water course. Survey site between May and August to determine grassland interest.
<i>Ecology Comments Opportunities:</i>	Every opportunity should be made to provide public access along the Radbrook. This corridor could be improved in many ways for biodiversity and people. Some shelter must be retained for otters on this route.
<i>Heritage Comments Significant Constraints:</i>	Site located within an area of open amenity space within the Shrewsbury Conservation Area.
<i>Heritage Comments Other Constraints:</i>	
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on character and appearance of CA).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Field site with mature trees and woodland to the north
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Retain mature trees
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	No sig constraints identified.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located in the centre of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>Open amenity space within conservation area.  Within Environmental Network.  Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>Concerns in relation to its impact on the Shrewsbury Conservation Area, and in relation to the impact on the integrity of the Environmental Network.  Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR185</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>Highway access directly onto the new route of Pulley Lane with the exception of SHR185 which is promoted with access to the old route of Pully Lane south of Lower Pulley Cottages - this section of old Pulley Lane in not suitable for new development traffic and improvements could not be achieved without third party land. The left only turn onto Hereford road (from new Pully Lane) works for the current users of the new Pulley Lane route as this accommodates Bayston Hill traffic that wants to access Shrewsbury. If these sites were developed those wanting to access the A5 bypass would need to take a detour to the Meole Brace retail park roundabout - this is not ideal.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>Mature trees are present on some site boundaries. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat.</p>

<i>Ecology Comments Management of Constraints:</i>	Retain and enhance all hedgerows/tree lines on boundaries.
<i>Ecology Comments Opportunities:</i>	Existing young woodland on southern western and eastern boundaries could be expanded with additional planting. Accessible Natural Greenspace provision in the area is poor. This large area could also provide benefit to existing residents if greenspace were provided near the northern or western boundary
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site crossed by projected line of Roman road (HER PRN 00098) and also possible that the nearby Roman roadside settlement (HER PRN 00002) extends onto the site.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Hedgerows on boundaries
<i>Tree Comments Management of Constraints:</i>	
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	NB see the negative points for site 182.
<i>Public Protection Comments Management of Constraints:</i>	NB see the negative points for site 182.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>Site covers area from A5 to the south to Pulley Lane to the north.  Northern part of the site (SHR182) is being promoted independently, but it is understood the two landowners are collaborating over promotion. A joint site option (SHR066, 082 and 085) would be preferred if proposed for allocation. Whilst north of the A5 the site is considered to make a contribution to the gap between Bayston Hill and Shrewsbury. Development of this site would extend development to the by-pass which, aside from the Meole Brace Park and Ride, is beyond the extent of the current built form.  Noise mitigation required as a buffer to the A5.  Access to the by-pass from the site would need to use the Meole Brace junction because of the left turn only onto Hereford Road.  Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>Concern that development onto the site could erode the gap between Bayston Hill and Shrewsbury. Development of this site would extend development to the by-pass which, aside from the Meole Brace Park and Ride, is beyond the extent of the current built form.  Access to the by-pass from the site would need to use the Meole Brace junction because of the left turn only onto Hereford Road.  Other sites are considered more sustainable to contribute to the development needs of Shrewsbury up to 2038. Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.  Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR186</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	7%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	18%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The current levels of traffic on Ellesmere Road and on the A49 bypass north of Sundorne Road roundabout constrain major development in the north of Shrewsbury and these sites should only be brought forward once the Shrewsbury North West Relief Road has been secured. The scheme provide alternative routes for existing traffic which reduce the current pressures on Ellesmere Road and the A49 bypass creating additional capacity for major development in north Shrewsbury. The new road will also provide a strategic access route through these sites.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. Corridor habitat that is protected under MD12 and CS17 runs around the southern and the south western boundary. This is in the form of woodland that would require survey. A pond is present just over the A528. It would need checking for GCN and other protected species - including Tubular Water-dropwort, a UK Priority Species that is recorded nearby. Boundary trees would require assessment for breeding birds and bats. Hedgerows are a priority habitat and would also support nesting birds. Polecat, a UK Priority Species, has been recorded on site and badgers may use the woodland. These species like the cover of hedgerows and scrub.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation may be required if GCN or other protected species are found. The hedgerows and mature trees in the boundary should be retained. The woodland on the southern boundary should be retained.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	Site likely to harm setting of Shrewsbury Registered Battlefield (NHLE ref. 1000033) and Grade II* Listed Albright Hussey (NHLE ref. 1295586) . May have archaeological interest relating to the battle.
<i>Heritage Comments Other Constraints:</i>	
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (settings of Battlefield and LBs; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with curtilage hedges
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Roads to west and east creating noise and air pollution. Road junction to southwest needs consideration for air quality.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Separation distances to road to ensure no air pollution issues. Monitoring necessary ideally for a period of a year prior to any thorough assessment being possible.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The site could come forward with as a comprehensive development with adjoining sites. However, the site is to the north of the A5 and therefore this would establish a direction of growth beyond a current defined and defensible boundary. In addition there are significant heritage concerns raised over the impact of development on the setting of the Registered Battlefield and to the Grade II* listed Albright Hussey.</p> <p>The Shrewsbury Battlefield Heritage Assessment shows that all or part of this site makes a positive contribution to the significance of the Registered Battlefield. In this respect, its sensitivity to change is moderate and whilst development is likely to cause harm to the designated heritage asset, this could be reduced or avoided through careful siting and sensitive design.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>The site would establish a direction of growth beyond a current defined and defensible boundary. In light of more sustainable options to the west of the town it is not felt necessary to breach the by-pass in this direction in this plan period.</p> <p>In addition there are significant highway and heritage concerns, in particular on the setting of the Registered Battlefield and to the Grade II* listed Albright Hussey. The Shrewsbury Battlefield Heritage Assessment shows that all or part of this site makes a positive contribution to the significance of the Registered Battlefield. In this respect, its sensitivity to change is moderate and whilst development is likely to cause harm to the designated heritage asset, this could be reduced or avoided through careful siting and sensitive design.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR187</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	3%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>This site represent a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road. The majority of Nobold Lane (north of Mousecroft Lane) is not fronted by one of these sites so no improvements could be delivered without third party land. Together they would need to provide an new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car. This is particular important as there is not direct access to the A5 bypass from Longden Road and there level of development that could be accommodated by the Longden Road route going north east to Roman Road will be limited by existing highway capacity.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>Northern two fields are arable and are likely to have less ecological interest. The permanent pasture to the south may have grassland of interest. EclA required to assess this and the boundary and onsite trees for nesting birds and bats. A pond is indicated on OS maps in the southern field and on some aerial photos but other aerial photos suggest this is often dry. This will require confirmation. Ponds to the east including the one immediately adjacent in the garden and a small pond on the boundary, in the young woodland, would require survey for GCN and, if found, some mitigation for loss of terrestrial habitat may be required.</p>

<i>Ecology Comments Management of Constraints:</i>	The grassland would require survey between May and August by a very experienced botanist as pastures are difficult to assess. The on-site and nearby ponds will require assessment. The onsite ponds would require a good buffer in accordance with CS17 Environmental Networks and MD12. Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network on site and to south in accordance with CS17 Environmental Networks and MD12. The fields to the north are of lower ecological interest. Leaving the field to the south may work.
<i>Ecology Comments Opportunities:</i>	The environmental network and small pond to the east of this area could be enhanced by opening up the pond and perhaps extending it onto the site but planting trees elsewhere along the boundary with the woodland.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site would be detached from existing built edge of town. No other known archaeological interest but very large site size suggests there may archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with scattered field trees and hedgerows, area of woodland on the boundary.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise to north. Poss. landfill impacts from off site to northeast and east.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Con land remediation likely to be available where necessary.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The site has potential to be part of a large strategic allocation, although it is recognised further heritage assessment is necessary. Improvement to local highway network required and impact on Strategic road network will need to be assessed. Promoted land to the south of Hanwood Road up to Longden Road offers the opportunity to consider a strategic comprehensive proposal in this direction, although it is acknowledged there are a number of different landowners and there is no known joint promotion agreement in place.</p> <p>These sites are over 2.0km to the nearest primary school and convenience store as third party land would be required to make suitable improvements to the existing PRoW access to Radbrook Green. Frequent bus service operate along Hanwood Road but these are around 800m from the centre of the sites. It would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>Whilst the site has potential to be part of a frontage into a much larger strategic allocation between the Hanwood Road and Longden Road, it is considered there is no requirement to release this land at this time in order to meet the proposed development needs of the town up to 2038, and in isolation this site is divorced from the existing built edge of the town. Land to the north between Hanwood Road and Mytton Oak road is preferred for a major expansion of the town in order to meet a significant proportion of development needs up to 2038. It is felt the preferred site offers greater potential benefits to the town and can support the objectives of the Big Town Plan and to achieve a comprehensively planned development. Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR188</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>This site represents a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road. The majority of Nobold Lane (north of Mousecroft Lane) is not fronted by one of these sites so no improvements could be delivered without third party land. Together they would need to provide an new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car. This is particular important as there is not direct access to the A5 bypass from Longden Road and there level of development that could be accommodated by the Longden Road route going north east to Roman Road will be limited by existing highway capacity.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>There are a few mature trees bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat</p>

<i>Ecology Comments Management of Constraints:</i>	Protect trees and hedges in boundaries
<i>Ecology Comments Opportunities:</i>	Enhancement of env. Network by tree planting alongside the southern boundary which is currently close to network following the railway
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with scattered field trees and hedgerows
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from nearby rail and road.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<p><b>Strategic Considerations:</b></p>	<p>The site has potential to be part of a large strategic allocation, however in isolation this site is divorced from the existing built form of the town and would not represent sustainable development.</p> <p>Improvements to local highway network required and impact on Strategic road network will need to be assessed.</p> <p>Promoted land to the south, north and east between Hanwood Road up to Longden Road offers the opportunity to consider a strategic comprehensive proposal in this direction, although it is acknowledged there are a number of different landowners and there is no known promotion agreement.</p> <p>These sites are over 2.0km to the nearest primary school and convenience store as third party land would be required to make suitable improvements to the existing PRoW access to Radbrook Green. Frequent bus service operate along Hanwood Road but these are around 800m from the centre of the sites. It would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services.</p> <p>The site performs poorly for employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair for housing in the context of the settlement and fair for housing and employment in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>Whilst the site has some potential to form part of a much larger strategic allocation between the Hanwood Road and Longden Road, it is considered the site in isolation does not represent sustainable development, largely by virtue of its physical separation from the existing built form.</p> <p>In addition heritage concerns have been raised as to potential impacts on listed buildings on site.</p> <p>In the context of the site to the north between Hanwood Road and Mytton Oak Road being preferred for significant and comprehensively planned new development, there is no requirement to release this land at this time in order to meet the proposed development needs of the town up to 2038. The preferred land to the north is considered to offer greater potential benefits to the town and can support the objectives of the Big Town Plan and to achieve a comprehensively planned development.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p> <p>It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR189</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>These sites represent a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road. The majority of Nobold Lane (north of Mousecroft Lane) is not fronted by one of these sites so no improvements could be delivered without third party land. Together they would need to provide an new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car. This is particular important as there is not direct access to the A5 bypass from Longden Road and there level of development that could be accommodated by the Longden Road route going north east to Roman Road will be limited by existing highway capacity.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. A large pond is situated on the western boundary that may support breeding GCN and other protected species. The area of development may be reduced by any mitigation required for GCN. To the north there are another 2 large pools that may also support protected species like GCN. Both are within 200m. There are occasional mature trees bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation may be required if GCN or other protected species are found. The hedgerows and mature trees in the boundary should be retained. The pool on the western boundary should have a significant buffer even if GCN are not present.
<i>Ecology Comments Opportunities:</i>	The footpath and pool could be combined to create a biodiverse green corridor that links to the community woodland and Local Wildlife Site to the north.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Potential impacts on settings of Grade II Listed Nobold Hall (NHLE ref. 1270731) and Nobold Grange (NHLE ref. 1254531). Site would be detached from existing built edge of town and would potentially also impact on the setting of the historic hamlet of Nobold. Site includes a cropmark enclosure of likely Iron Age/ Roman date. (HER PRN 04730)
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs & CA, archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with scattered field trees and hedgerows
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	No sig constraints identified.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The site has potential to be part of a large strategic allocation, however in isolation this site is divorced from the existing built form of the town and would not represent sustainable development.</p> <p>Significant potential heritage impacts raised and further assessment will need to be carried out.</p> <p>Improvements to local highway network required and impact on Strategic road network will need to be assessed.</p> <p>Promoted land to the south, north and east between Hanwood Road up to Longden Road offers the opportunity to consider a strategic comprehensive proposal in this direction, although it is acknowledged there are a number of different landowners and there is no known promotion agreement.</p> <p>These sites are over 2.0km to the nearest primary school and convenience store as third party land would be required to make suitable improvements to the existing PRoW access to Radbrook Green. Frequent bus service operate along Hanwood Road but these are around 800m from the centre of the sites. It would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>Whilst the site has some potential to form part of a much larger strategic allocation between the Hanwood Road and Longden Road, it is considered the site in isolation does not represent sustainable development, largely by virtue of its physical separation from the existing built form.</p> <p>In addition heritage concerns have been raised as to potential impacts on Nobold Hall, Nobold Grange as well as the setting of the historic hamlet of Nobold.</p> <p>In the context of the site to the north between Hanwood Road and Mytton Oak Road being preferred for significant and comprehensively planned new development, there is no requirement to release this land at this time in order to meet the proposed development needs of the town up to 2038. The preferred land to the north is considered to offer greater potential benefits to the town and can support the objectives of the Big Town Plan and to achieve a comprehensively planned development.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR190</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	5%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	12%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>These sites represent a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road. The majority of Nobold Lane (north of Mousecroft Lane) is not fronted by one of these sites so no improvements could be delivered without third party land. Together they would need to provide an new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car. This is particular important as there is not direct access to the A5 bypass from Longden Road and there level of development that could be accommodated by the Longden Road route going north east to Roman Road will be limited by existing highway capacity.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>Ecia required. One large pond and a few smaller ponds are situated within the site and another large pond appears to have recently destroyed by this may appear in wet weather. The ponds may support breeding GCN and other protected species. The area of development may be reduced by any mitigation required for GCN. To the north there are another 3 large pools that may also support protected species like GCN. All are within 200m and one is within 35m. There are several mature trees within and bordering this site. The trees and hedgerows are likely to support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation may be required if GCN or other protected species are found. The hedgerows and mature trees in the boundary and within the site should be retained. The hedgerow that has recently been removed should be re-instated as a useful corridor has been removed for agricultural reasons that do not apply to development. The pools should have a significant buffer and be enhanced even if GCN are not present.
<i>Ecology Comments Opportunities:</i>	The footpath should form part of a significant green corridor that links this site to sustainable transport routes into town. This could take in the pond. Woodland planting should be considered adjacent to the woodland block to the south west.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impacts on settings of Grade II Listed Nobold Hall (NHLE ref. 1270731) and Nobold Grange (NHLE ref. 1254531). Site would be detached from existing built edge of town and would potentially also impact on the setting of the historic hamlet of Nobold. Site includes the projected line of a Roman road (HER PRN 00098) and two cropmark enclosure of likely Iron Age/ Roman date. (HER PRNs 00006 & 00009)
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs & CA, archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with scattered field trees and hedgerows
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	No sig constraints identified.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The site has potential to be part of a large strategic allocation, however in isolation this site is divorced from the existing built form of the town and would not represent sustainable development.</p> <p>Significant potential heritage impacts raised and further assessment will need to be carried out.</p> <p>Improvements to local highway network required and impact on Strategic road network will need to be assessed.</p> <p>Promoted land to the south, north and east between Hanwood Road up to Longden Road offers the opportunity to consider a strategic comprehensive proposal in this direction, although it is acknowledged there are a number of different landowners and there is no known promotion agreement.</p> <p>These sites are over 2.0km to the nearest primary school and convenience store as third party land would be required to make suitable improvements to the existing PRoW access to Radbrook Green. Frequent bus service operate along Hanwood Road but these are around 800m from the centre of the sites. It would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>Whilst the site has some potential to form part of a much larger strategic allocation between the Hanwood Road and Longden Road, it is considered the site in isolation does not represent sustainable development, largely by virtue of its physical separation from the existing built form.</p> <p>In addition heritage concerns have been raised as to potential impacts on listed buildings on site.</p> <p>In the context of the site to the north between Hanwood Road and Mytton Oak Road being preferred for significant and comprehensively planned new development, there is no requirement to release this land at this time in order to meet the proposed development needs of the town up to 2038. The preferred land to the north is considered to offer greater potential benefits to the town and can support the objectives of the Big Town Plan and to achieve a comprehensively planned development.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR191</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>This site represents a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road. The majority of Nobold Lane (north of Mousecroft Lane) is not fronted by one of these sites so no improvements could be delivered without third party land. Together they would need to provide an new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car. This is particular important as there is not direct access to the A5 bypass from Longden Road and there level of development that could be accommodated by the Longden Road route going north east to Roman Road will be limited by existing highway capacity.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>Possible HRA required due to road emissions from increased traffic (in-combination) on Hencott Pool Ramsar. See LPR HRA.</p>
<i>Ecology Comments Other Constraints:</i>	<p>Requires botanical survey, EclA and surveys for bats (buildings and trees), GCNs (ponds within 250m/500m), reptiles, badgers and nesting birds.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all priority habitat/hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12
<i>Ecology Comments Opportunities:</i>	See accompanying document
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Trees and hedgerow on site boundary
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	No sig constraints noted. Do not know what past use of site is therefore may need to consider con land however no info on this at current time.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<p><b>Strategic Considerations:</b></p>	<p>The site has potential to be part of a large strategic allocation, however in isolation this site is divorced from the existing built form of the town and would not represent sustainable development.</p> <p>Improvements to local highway network required and impact on Strategic road network will need to be assessed.</p> <p>Promoted land to the south, north and east between Hanwood Road up to Longden Road offers the opportunity to consider a strategic comprehensive proposal in this direction, although it is acknowledged there are a number of different landowners and there is no known promotion agreement.</p> <p>These sites are over 2.0km to the nearest primary school and convenience store as third party land would be required to make suitable improvements to the existing PRoW access to Radbrook Green. Frequent bus service operate along Hanwood Road but these are around 800m from the centre of the sites. It would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services.</p> <p>The site performs poorly for housing in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair for employment in the context of the settlement and fair for housing and employment in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>Whilst the site has some potential to form part of a much larger strategic allocation between the Hanwood Road and Longden Road, it is considered the site in isolation does not represent sustainable development, largely by virtue of its physical separation from the existing built form.</p> <p>In the context of the site to the north between Hanwood Road and Mytton Oak Road being preferred for significant and comprehensively planned new development, there is no requirement to release this land at this time in order to meet the proposed development needs of the town up to 2038.</p> <p>The preferred land to the north is considered to offer greater potential benefits to the town and can support the objectives of the Big Town Plan and to achieve a comprehensively planned development.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.</p> <p>It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR192</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium and Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium and Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>This site represents a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road. The majority of Nobold Lane (north of Mousecroft Lane) is not fronted by one of these sites so no improvements could be delivered without third party land. Together they would need to provide an new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car. This is particular important as there is not direct access to the A5 bypass from Longden Road and there level of development that could be accommodated by the Longden Road route going north east to Roman Road will be limited by existing highway capacity.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. Two large pools are present on site. One pond if found just north of the site near Newton Farm. These may support breeding GCN. A large proportion of the area may Environmental Network - Core Habitat and/or Corridor as the grassland is indicated as possibly being of interest. If the grassland is of interest only the north eastern arable field would be available for development. The network requires protection in accordance with CS17 Environmental Networks and MD12. There are a large number of mature trees within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. Any buildings being removed or altered should be checked for bats, birds and other protected species.</p>

<i>Ecology Comments Management of Constraints:</i>	If the grassland is of interest there is very space on site to mitigate for the loss of the network. If newts are present mitigation would be required for the loss of terrestrial habitat. Protected species mitigation may be required if GCN or other protected species are found. The hedgerows and mature trees in the boundary should be retained. The pools should have a significant buffer even if GCN are not present.
<i>Ecology Comments Opportunities:</i>	Work to enhance the ponds and the grassland if it isn't already of high value
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site would be detached from existing built edge of town and includes historic farmstead of Day House (HER PRN 27747). Possible impact on setting of Grade II Listed Newton farmhouse (NHLE ref. 1176148). Site crossed by the projected line of a Roman roads (HER PRN 00098) and bounded to the north by a second possible Roman road (HER PRN 00057). Includes part of a cropmark enclosure of likely Iron Age/ Roman date (HER PRNs 00006).
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs; Level 2 historic building appraisal if demo of Day House farm proposed; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with scattered field trees and hedgerows small copse.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible contaminated land around existing farm. Noise from road to southwest.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Contaminated land remediation likely.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The site has potential to be part of a large strategic allocation, however in isolation this site is divorced from the existing built form of the town and would not represent sustainable development.</p> <p>Improvements to local highway network required and impact on Strategic road network will need to be assessed.</p> <p>Promoted land to the south, north and east between Hanwood Road up to Longden Road offers the opportunity to consider a strategic comprehensive proposal in this direction, although it is acknowledged there are a number of different landowners and there is no known promotion agreement.</p> <p>These sites are over 2.0km to the nearest primary school and convenience store as third party land would be required to make suitable improvements to the existing PRoW access to Radbrook Green. Frequent bus service operate along Hanwood Road but these are around 800m from the centre of the sites. It would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services.</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>Whilst the site has some potential to form part of a much larger strategic allocation between the Hanwood Road and Longden Road, it is considered the site in isolation does not represent sustainable development, largely by virtue of its physical separation from the existing built form.</p> <p>In addition heritage concerns have been raised as to potential impacts on listed buildings on site.</p> <p>In the context of the site to the north between Hanwood Road and Mytton Oak Road being preferred for significant and comprehensively planned new development, there is no requirement to release this land at this time in order to meet the proposed development needs of the town up to 2038. The preferred land to the north is considered to offer greater potential benefits to the town and can support the objectives of the Big Town Plan and to achieve a comprehensively planned development.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR193</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-Low
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>This site is part of a group of sites to the north of A49/A53 Battlefield Roundabout in a location where the local highway network is close to capacity at peak times. Specifically the development would add to the existing congestion on the A49 bypass between the A53 and Sundorne Road. It is unlikely that the congestion can be mitigated. Development of this scale in the location is unlikely to be acceptable in highways terms until the Shrewsbury North West Relief Road has been completed.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. GCN have been recorded in a pond in the south west corner. GCN have also been recorded in the garden pond to the north of this site. Boundary and in-field trees may support bats and birds and should be assessed. The hedgerows are core / priority habitat and should be retained. Reptiles may be present including grass snake.</p>

<i>Ecology Comments Management of Constraints:</i>	Potentially large areas may be require here to mitigate for the loss of foraging habitat for GCN. EclA would be required. Boundary and in-field trees should be retained.
<i>Ecology Comments Opportunities:</i>	This entire area has been considered for use as a major SUDS scheme that would help free up development land further south and east and also reduce the risk of flooding of the main road (A5124). Large scale SUDS that are favourable for GCN should be considered here whatever the outcome.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible effect on setting of Shrewsbury Registered Battlefield (NHLE ref. 1000033). May have archaeological interest relating to the battle.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (settings of Battlefield; archaeological DBA). NB. Heritage Assessment for site completed in 2018.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Occasional field tree
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise from west, possible noise from commercial to the south.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>This site is part of a group of sites to the north of A49/A53 Battlefield Roundabout in a location where the local highway network is close to capacity at peak times. Specifically the development would add to the existing congestion on the A49 bypass between the A53 and Sundorne Road. It is unlikely that the congestion can be mitigated. Development of this scale in the location is unlikely to be acceptable in highways terms until the Shrewsbury North West Relief Road has been completed.</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>The site is divorced from the settlement and should only come forward if SHR195 is preferred.</p> <p>There are also outstanding concerns relating to the heritage impact on the Registered Battlefield and the impact to the dense woodland to the north of the site. The Shrewsbury Battlefield Heritage Assessment shows that all or part of this site makes a positive contribution to the significance of the Registered Battlefield. In this respect, its sensitivity to change is moderate and whilst development is likely to cause harm to the designated heritage asset, this could be reduced or avoided through careful siting and sensitive design.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR194</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	11%
<i>Percentage of site in Flood Zone 2:</i>	21%
<i>Percentage of site in Flood Zone 1:</i>	79%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	8%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	11%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>These sites would access the highway directly onto the new route of Pulley Lane with the exception of SHR185 which is promoted with access to the old route of Pully Lane south of Lower Pulley Cottages - this section of old Pulley Lane in not suitable for new development traffic and improvements could not be achieved without third party land. The left only turn onto Hereford road (from new Pully Lane) works for the current users of the new Pulley Lane route as this accommodates Bayston Hill traffic that wants to access Shrewsbury. If these sites were developed those wanting to access the A5 bypass would need to take a detour to the Meole Brace retail park roundabout - this is not ideal.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Protection and enhancement of Environmental Network likely to reduce the developable area of the site. Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. The River Rea is environmental network and core habitat. It is used by otters and a wide range of other wildlife such as Kingfishers which could nest nearby. Hedgerow and some mature trees are present on the northern boundary with the River Rea.</p>

<i>Ecology Comments Management of Constraints:</i>	A large buffer (at least 50m) is require along the river with public access along the entire length. Trees and hedgerows should be retained. Surface water run-off needs to be carefully cleaned using effective SUDS features.
<i>Ecology Comments Opportunities:</i>	Significant river corridor enhancements could be made which could result in less sediments and agri-chemicals entering the water. Sustainable transport routes should be created by installing bike friendly bridges over the River Rea.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site crossed by projected line of Roman road (HER PRN 00098) and site of coal workings towards its W end. NB DBA and walkover survey completed for part of site in 2008
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation). NB DBA and walkover survey completed for part of site in 2008
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with scattered field trees and hedgerows
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to the south is a noise source.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>Site is crossed by the projected line of the Roman Road. Whilst this site constraint is manageable, it is not considered the site offers a significant opportunity to develop the objectives of the Big Town Plan.</p> <p>Considered there are more sustainable options for major land release to the west of the town in order to meet the development needs of the town to 2036.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>Site is crossed by the projected line of the Roman Road. Whilst this site constraint is manageable, it is not considered the site offers a significant opportunity to develop the objectives of the Big Town Plan.</p> <p>Considered there are more sustainable options for major land release to the west of the town in order to meet the development needs of the town to 2038.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR195</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	5%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	8%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	35%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	9%
<i>Percentage of the site within 20m of a detailed river network:</i>	27%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-Low
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>These sites represent a significant level of development (potentially 3,000 homes) in a location where the local highway network is close to capacity at peak times. Specifically the development would add to the existing congestion on the A49 bypass between the A53 and Sundorne Road. It is unlikely that the congestion can be mitigated. Development of this scale in the location is unlikely to be acceptable in highways terms until the Shrewsbury North West Relief Road has been completed.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. The west and southern boundaries for part of the Environmental Network (corridor). A small water course runs along the far southern boundary.</p>

<i>Ecology Comments Management of Constraints:</i>	The west and southern boundaries should be buffered to protect the network. The water course along the southern edge of the site should be opened up and its capacity increased.
<i>Ecology Comments Opportunities:</i>	A feature could be made of the water course to the south. The corridor to the west could also be enhanced.
<i>Heritage Comments Significant Constraints:</i>	Site likely to harm setting of Shrewsbury Registered Battlefield (NHLE ref. 1000033) and Grade II* Battlefield Church (NHLE ref. 1246192) . May have archaeological interest relating to the battle.
<i>Heritage Comments Other Constraints:</i>	
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (settings of Battlefield and LBs; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with curtilage hedges
<i>Tree Comments Management of Constraints:</i>	
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Rail to west, road to south and east all noise sources. Road junction poss. air pollutant concern.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Air quality assessment following suitable monitoring by land owner/applicant to verify any assessment. Likely to result in stand off distances to the junction.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>The site adjoins the existing development boundary and has been considered to have long term potential in the SLAA subject to further assessment.</p> <p>The site is considered to have potential for adverse impacts on the Registered Battlefield and there are local and strategic highway concerns. The Shrewsbury Battlefield Heritage Assessment shows that all or part of this site makes a positive contribution to the significance of the Registered Battlefield. In this respect, its sensitivity to change is moderate and whilst development is likely to cause harm to the designated heritage asset, this could be reduced or avoided through careful siting and sensitive design.</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site adjoins the existing development boundary and has been considered to have long term potential in the SLAA subject to further assessment.</p> <p>The site is considered to have potential for adverse impacts on the Registered Battlefield and there are local and strategic highway concerns. The Shrewsbury Battlefield Heritage Assessment shows that all or part of this site makes a positive contribution to the significance of the Registered Battlefield. In this respect, its sensitivity to change is moderate and whilst development is likely to cause harm to the designated heritage asset, this could be reduced or avoided through careful siting and sensitive design.</p> <p>It is therefore not considered appropriate to prefer this site for allocation for either residential or employment development.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR197</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	6%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	1%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>These sites represent a significant level of development in a location where the local highway network is close to capacity at peak times. Specifically the development would add to the existing congestion on the A49 bypass between the A53 and Sundorne Road. It is unlikely that the congestion can be mitigated. Development of this scale in the location is unlikely to be acceptable in highways terms until the Shrewsbury North West Relief Road has been completed.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none.</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. Three large ponds onsite and several ponds nearby could support GCN. Mature trees are within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries and onsite. Retain mature trees in field. Protect, enhance and restore Env. Network around most of the site in accordance with CS17 Environmental Networks and MD12. Area of land available for development may be reduced due to mitigation required for GCN - if present.
<i>Ecology Comments Opportunities:</i>	Make a feature of the footpath to include an environmental corridor
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible effect on setting of Shrewsbury Registered Battlefield (NHLE ref. 1000033). May have archaeological interest relating to the battle and other archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (settings of Battlefield; archaeological DBA + evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with scattered field trees and hedgerows
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to north and west all noise sources. Road junction poss. air pollutant concern.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Air quality assessment following suitable monitoring by land owner/applicant to verify any assessment. Likely to result in stand off distances to the junction.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>The site has potential to accommodate a significant amount of development, with potential for mixed use including some commercial. However, concern has been raised as to the impact on the road network which is already subject to capacity constraints and the development would represent a new major direction of growth for the town.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site would represent a major new direction of growth for the town to the east of the A49 by-pass, which is considered to cause a significant degree of physical and perceived severance from the main urban area.</p> <p>There is concern the site is not self contained.</p> <p>Concern has also been raised regarding the impact on the highway network given existing levels of congestion on the A49/A53.</p> <p>It is not considered necessary to grow the town for in this major new direction, especially in the light of the availability of more sustainable options to the west of the town.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR197VAR</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	3%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The variation proposal represents a moderately scaled level of development in a location where the local highway network is close to capacity at peak times. Whilst the development of a 9ha employment site would add to the existing congestion on the A49 bypass between the A53 and Sundorne Road, it is considered likely that at the level of development proposed, and resulting trip generation, any additional congestion can be mitigated through localised highway improvements. The development of the Shrewsbury North West Relief Road will further support this mitigation. This sites are over 2.5km to the nearest primary school and 1.0km to the nearest supermarket. Frequent bus service operate along the A49 and A53 and are less than 400m from the centre of the sites.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others).</p>
<i>Ecology Comments Other Constraints:</i>	<p>Requires botanical survey, EclA and surveys for GCNs (ponds within 500m), bats, badgers and nesting birds. Hedgerows will need to be buffered.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible effect on setting of Shrewsbury Registered Battlefield (NHLE ref. 1000033). May have archaeological interest relating to the battle and other archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (settings of Battlefield; archaeological DBA + evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	Hedgerows with connectivity on site
<i>Tree Comments Other Constraints:</i>	
<i>Tree Comments Management of Constraints:</i>	
<i>Tree Comments Opportunities:</i>	Net gain for biodiversity - retain existing features and join green corridors
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to north and west all noise sources. Road junction poss. air pollutant concern.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Air quality assessment following suitable monitoring by land owner/applicant to verify any assessment. Likely to result in stand off distances to the junction.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The proposal is for a 9ha employment site solely.  This variation on SHR197 therefore does not include any element of residential.  An updated Transport Statement (TS) has been prepared for the site by the site promoters on the basis of this revised site option, indicating a less than severe impact. Appropriate access can be achieved from the A53, although it is considered there will be a need for localised highway improvements. The TS also highlights the potential for non-car journeys, citing the presence of bus provision to the site.  The site is located to the east of the A49 and would therefore represent a new direction of growth for the town. Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Localised highway improvements will be required, but it is considered in principle these can be achieved given the scale and nature of the proposal. A heritage assessment will be required to inform the design and layout of the development.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>The site would represent a major new direction of growth for the town to the east of the A49 by-pass, which is considered to cause a significant degree of physical and perceived severance from the main urban area.  It is not considered necessary to grow the town in this major new direction, especially in the light of the availability of more sustainable options to the west of the town.  Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.  Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.  The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR198</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	10%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium and Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium and Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-Low and Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-Low and Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>These sites represent a significant level of development in a location where the local highway network is close to capacity at peak times. Specifically the development would add to the existing congestion on the A49 bypass between the A53 and Sundorne Road. It is unlikely that the congestion can be mitigated. Development of this scale in the location is unlikely to be acceptable in highways terms until the Shrewsbury North West Relief Road has been completed.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. Much of this area is arable farmland with few ecological constraints. The ponds (of which there are at least 9 on site and others nearby) are likely to be core / priority habitat and at least two support GCN. Grassland just north of Astley Park may be priority / core habitat. In-field and boundary trees are of interest. A few small blocks of woodland are likely to be core / priority habitat and may also support protected species like bats, birds, badgers, etc. The small block on the far west with the pools is protected under an area TPO. The area available for development could be restricted by the need to mitigate for GCN.</p>

<i>Ecology Comments Management of Constraints:</i>	EclA would be required early on for this site. All pools would require survey including for species like Tubular Water-dropwort which is UK Priority.
<i>Ecology Comments Opportunities:</i>	A site of this scale would have significant opportunities and could make the most of the existing features.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible effect on setting of Shrewsbury Registered Battlefield (NHLE ref. 1000033). May have archaeological interest relating to the battle and other archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (settings of Battlefield; archaeological DBA + evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land one copse of mature trees central to site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Commercial to south-west and east. Road to the south.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Poor
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Poor
<b>Relationship to the Black Country</b>	This site is located to the north of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Site is divorced from the town.  Potential for employment use.  The site performs poorly for housing and employment in the context of the settlement and the Black Country Contribution within the Stage 2a Sustainability Appraisal.  Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site would represent a major new direction of growth for the town to the north east of the A49 by-pass, which is considered to cause a significant degree of physical and perceived severance from the main urban area.  There is concern the site is not self contained.  Concern has also been raised regarding the impact on the highway network given existing levels of congestion on the A49/A53.  It is not considered necessary to grow the town in this major new direction, especially in the light of the availability of more sustainable options to the west of the town. There is some potential for the site to be considered for employment purposes, although the landscape and visual impact considerations will need to be managed through design and layout.  Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.  Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.  The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR199</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	2%
<i>Percentage of site in Flood Zone 2:</i>	3%
<i>Percentage of site in Flood Zone 1:</i>	97%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	16%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	1%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	This employment site has potential for direct access onto the A5 bypass at Preston Boats roundabout. An new junction onto the A5 south of the roundabout might be difficult to achieve and unacceptable to Highways England. A scheme to create a new 4th arm at the roundabout could be very costly.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	
<i>Ecology Comments Other Constraints:</i>	Mature trees are within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. The northern field is surrounded by the Env Network - buffer to the river to the west, line of trees alongside the A5 and the water course that runs through the site. The water course running through the site is buffered by the network. The majority of the site is arable which has low biodiversity interest but the buffers forming the network still require consideration under CS17 and MD12. Otters are very likely to use the water course. Development should not impact this.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network to north, west and through the site in accordance with CS17 Environmental Networks and MD12
<i>Ecology Comments Opportunities:</i>	The water course could be enhanced to make a feature and its capacity increased to help address flooding issues. In-line pools and 'leaky dams' should be considered.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site contains part of a rectangular cropmark enclosure of possible prehistoric/ Roman date (HER PRN 04472)
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land divided by a liner group of trees or hedgerow
<i>Tree Comments Management of Constraints:</i>	
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	No significant constraints assuming farm would be developed.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the east of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Available for employment uses only.</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>Access is a significant concern, with a new arm from the Preston Boats roundabout potentially undermining viability. Not considered a good location for mixed-use development which further undermines the viability of the site.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR200</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	6%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	9%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>part of a group of promoted sites to the east of Ellesmere Road. Current levels of traffic on Ellesmere Road and on the A49 bypass north of Sundorne Road roundabout constrain major development in the north of Shrewsbury and these sites should only be brought forward once the Shrewsbury North West Relief Road has been secured. The scheme provide alternative routes for existing traffic which reduce the current pressures on Ellesmere Road and the A49 bypass creating additional capacity for major development in north Shrewsbury. The new road will also provide a strategic access route through these sites.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA will be required due to road emissions from increased traffic (in-combination), possible drainage and recreational impacts on Hencott Pool Ramsar. See LPR HRA. Potentially on route of NWRR?</p>
<i>Ecology Comments Other Constraints:</i>	<p>Requires Ecla and surveys for bats (trees and transects), GCNs (ponds within 500m), badgers, reptiles and nesting birds. There are TPO'd trees in the northern boundary.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	See accompanying document
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	No known archaeological interest but large size of site suggests it may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Large field site some scattered mature curtilage hedge trees a number on TPO's to the north
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan.
<i>Tree Comments Opportunities:</i>	Retain existing trees and Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise to the east.
<i>Public Protection Comments Management of Constraints:</i>	Mitigate noise by location (separation distances to the road) of dwellings, orientation and room layout as well as glazing and boundary treatment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the north-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Would form part of a new area of growth to the west of Ellesmere Road.  In its own right the site is separated from the main built form on the west of Ellesmere Road.  Significant highway constraints.  Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>In time this site may have some potential alongside the delivery of the proposed NWRR. However, ahead of this a sustainable access is not considered achievable and there are other ecological and noise impacts which make this site unsustainable.  Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.  Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.  The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR203</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	7%
<i>Percentage of site in Flood Zone 2:</i>	14%
<i>Percentage of site in Flood Zone 1:</i>	86%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	9%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	15%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	27%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Direct access onto the Battlefield Road in the vicinity of the Shillingston Drive Ghost Island Right Turn junction. The developer would need to be able to demonstrate that a staggered GIRT T-junction operated safely or provide a new roundabout junction to serve Shillingston Drive and the new development.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none
<i>Ecology Comments Other Constraints:</i>	The lower part of the site is within the flood zones 2 and 3 and therefore in the environmental network. The western border along the rail line is also corridor. Significant in-field trees are likely to support birds and bats. The hedgerows / lines of trees and scrubby area near the entrance may also support nesting birds and perhaps reptiles. A pond 85m to the north west supports GCN.

<i>Ecology Comments Management of Constraints:</i>	EclA required. In-field and boundary trees should be retained. A GCN licence and some mitigation is likely due to the presence GCN in the nearby pond. The water course along the southern boundary should be opened up and the carrying capacity increased.
<i>Ecology Comments Opportunities:</i>	The Environmental Network could be enhanced around the western boundary and in particular on the southern boundary by making better use of the water course. SUDS features should consider the needs of GCN and may be required as mitigation.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible effect on setting of Shrewsbury Registered Battlefield (NHLE ref. 1000033). .
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (settings of Battlefield.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Scattered field trees
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Odour and noise potential from commercial to the south.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Site is currently allocated for employment development.  Part of site in flood zone 2 and within 1000 year surface flood risk zone.  Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No for housing</p>
<b>Recommendation</b>	<p>Retain as an employment allocation - 'saved site allocation'</p>
<b>Reasoning</b>	<p>The site is currently allocated for employment in the SAMDev Plan and there is no overarching need to move away from this position given the availability of other sites.  Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.  Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR204</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	7%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	8%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	12%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	3%
<i>Percentage of the site within 20m of a detailed river network:</i>	1%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Direct access onto Battlefield Road. Achieving a safe access onto Battlefield Road so close to the A49/A53 Battlefield Roundabout might be challenging.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none
<i>Ecology Comments Other Constraints:</i>	The woodland block to the south is protected by and area TPO. Environmental corridor runs around most of the other boundaries. The grassland may be of interest and would require survey between May and August. A footpath runs across the site. The ponds south of the site may contain GCN.

<i>Ecology Comments Management of Constraints:</i>	EciA required. In-field and boundary trees should be retained. A buffer would be needed to the TPO trees as well as the in-field tree. Some mitigation may be required if the pond to the south of the site has GCN.
<i>Ecology Comments Opportunities:</i>	The Environmental Network could be enhanced around the boundary by additional woodland planting. In particular on the southern boundary.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible effect on setting of Shrewsbury Registered Battlefield (NHLE ref. 1000033). May have archaeological interest relating to the battle.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (settings of Battlefield; archaeological DBA + evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Well established hedges and occasional field trees
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise and air pollution from roads to the northwest through to southeast.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Due to small site may be difficult to sort through separation. Separation likely to be required to ensure no air pollution concerns. Thorough assessment following air quality monitoring a prerequisite.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Site is currently allocated for employment development.</p> <p>Significant distance from town centre and residential use is not considered to offer opportunity to meet objectives of the Big Town Plan.</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Noise and air quality mitigation needed which will be difficult to achieve due to the scale of the site.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No for housing</p>
<b>Recommendation</b>	<p>Retain as an employment allocation - 'saved site allocation'</p>
<b>Reasoning</b>	<p>The site is currently allocated for employment in the SAMDev Plan and there is no overarching need to move away from this position given the availability of other sites. This site benefits from an extant planning permission.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR205</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	6%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	9%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	These site are part of the Western Sustainable Urban Extension and vehicular access will be provided through the new Oxon Link Road and associated local highway network modifications.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none
<i>Ecology Comments Other Constraints:</i>	EclA required. There are a large number of mature trees within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Pasture may be species rich grassland that would be Core or corridor habitat. A pond is present 130m to the north east and over the road which may require survey or HSI for GCN.

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network around most of the site in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Enhance Environmental Network by additional tree planting. Creating pools, or designing SUDS feature, that are suitable for GCN.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	No known archaeological interest but medium size suggests it may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Significant trees and groups of trees on and adjacent to the site. May limit developable land on the site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road to west and north (noise and air pollution)
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation available and could include stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources. Due to small site may be difficult to sort through separation. Separation likely to be required to ensure no air pollution concerns. Thorough assessment following air quality monitoring a prerequisite.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Site is currently allocated for employment development as part of Shrewsbury West SUE.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No for housing</p>
<b>Recommendation</b>	<p>Retain as an employment allocation - 'saved site allocation'</p>
<b>Reasoning</b>	<p>Site is currently allocated for employment development as part of Shrewsbury West SUE. The site has a resolution for approval for employment use. Good employment location and important to the balanced development within the allocated SUE.</p> <p>No requirement to allocate for housing in light of other available options.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR206</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	6%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	These site are part of the Western Sustainable Urban Extension and vehicular access will be provided through the new Oxon Link Road and associated local highway network modifications.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none
<i>Ecology Comments Other Constraints:</i>	EclA required. There are a large number of mature trees within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Two ponds are found within 100m of the site and one found at 120m. Ponds in the area are known to have GCN. A licence may be required and fencing used during construction. The grassland may be species rich and could be defined as Core / Priority Habitat and therefore be considered in accordance with CS17 Environmental Networks and MD12.

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network around most of the site in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Creation of environmental networks - in particular along the southern boundary should be considered and the creation of pools and low nutrient areas by topsoil stripping.
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	NB. DBA produced in 2013. Archaeological evaluation can be secured by condition.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with some significant trees and groups of trees on and adjacent to the site and on the site boundaries.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	On site of proposed new road.
<i>Public Protection Comments Other Constraints:</i>	New road would place sig constraints and noise.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation through stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p> <p>Site is currently allocated for employment development as part of Shrewsbury West SUE.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No for housing</p>
<b>Recommendation</b>	<p>Retain as an employment allocation - 'saved site allocation'</p>
<b>Reasoning</b>	<p>Site is currently allocated for employment development as part of Shrewsbury West SUE.</p> <p>Good employment location and important to the balanced development within the allocated SUE. No requirement to allocate for housing in light of other available options.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR207</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	8%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	These site are part of the Western Sustainable Urban Extension and vehicular access will be provided through the new Oxon Link Road and associated local highway network modifications.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none
<i>Ecology Comments Other Constraints:</i>	EclA required. At least one pond is present on site. Two ponds are found on the site and these may support breeding GCN. Mitigation land required for GCN may impact the area of land available for development - in particular if GCN are found on site. The area required may impact the viability of any development here. Mature trees are present within and bordering this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. The grassland may be species rich and could be defined as Core / Priority Habitat and therefore be considered in accordance with CS17 Environmental Networks and MD12.

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network around most of the site in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	The north east corner of this area has already been developed. The opportunity should be taken to create a wide buffer alongside the planned route of the road which would incorporate the existing hedge lines and also build in sustainable transport routes. Pools should be created along this route and topsoil stripping would improve biodiversity and also help reduce maintenance costs.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impacts on settings of Grade II Listed Oxon Hall (NHLE ref. 1366918).
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (setting of LB). NB. DBA produced in 2013. Archaeological evaluation can be secured by condition.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with some significant trees and groups of trees on and adjacent to the site and on the site boundaries.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	Close to new proposed road.
<i>Public Protection Comments Other Constraints:</i>	New road would place sig constraints and noise. Commercial to the north.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation through stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p> <p>Site is the northern extent of the current Shrewsbury West SUE.</p> <p>Currently identified for Healthcare/Commercial uses in the adopted Masterplan. Not considered necessary to depart from this agreed position especially in light of other options and the need to balance housing and employment growth.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Retain existing health/commercial allocation - 'saved site allocation'</p>
<b>Reasoning</b>	<p>Site is the northern extent of the current Shrewsbury West SUE. Currently identified for Healthcare/Commercial uses in the adopted Masterplan. Not considered necessary to depart from this agreed position especially in light of other options and the need to balance housing and employment growth.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR208</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	3%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	These site are part of the Western Sustainable Urban Extension and vehicular access will be provided through the new Oxon Link Road and associated local highway network modifications.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none
<i>Ecology Comments Other Constraints:</i>	EclA required. A few mature trees bordering this site may support bats and nesting birds as well as being habitat in their own right. A large pond is present 80m to the north and another in a garden 105m to the east. These may support GCN.

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement is likely to be limited if at all. Retain and enhance all hedgerows/tree lines on boundaries. Enhance Env. Network to the south of the site in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Enhance Environmental Network by additional tree planting. Creating pools, or designing SUDS feature, that are suitable for GCN.
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Occasional tree on site, shelter belt and hedgerows around site boundaries.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	Close to new proposed road.
<i>Public Protection Comments Other Constraints:</i>	Road noise to west and south (noise and air quality due to proximity to busy junction).
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation through stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources however may significantly constrain the site. Air quality assessment following monitoring by developer necessary and a prerequisite to any planning application being brought forward.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. Site is currently allocated for employment development as part of Shrewsbury West SUE.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>Not for housing</p>
<b>Recommendation</b>	<p>Retain as an employment allocation - 'saved site allocation'</p>
<b>Reasoning</b>	<p>Site is currently allocated for employment development as part of Shrewsbury West SUE. The site has a resolution for approval for employment use. Good employment location and important to the balanced development within the allocated SUE. No requirement to allocate for housing in light of other available options.</p> <p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR210</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	The site is directly south of the town's Western Sustainable Urban Extension and vehicular access will be provided through the new Oxon Link Road and associated local highway network modifications.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Otherwise none
<i>Ecology Comments Other Constraints:</i>	GCN may breed in a large pool (reedbed filter) 90m to the south. The woodland, scrub and individual trees to the south and east may be of significance for biodiversity and is protected by CS17 Environmental Networks and MD12. Existing vegetation (course grassland?) may retain some interest.

<i>Ecology Comments Management of Constraints:</i>	EclA required. Retain the environmental network and individual mature trees along the southern and eastern boundary. Provide mitigation for protected species if any found. Grassland / or tall herb vegetation currently present could be enhanced in areas left.
<i>Ecology Comments Opportunities:</i>	Enhancement of env. Network by tree planning alongside the southern or eastern boundary. For any areas of open space consider removing fertile topsoil to create low fertility conditions. Existing vegetation may have some value that could be enhanced by regular management.
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	NB. DBA produced in 2013. Archaeological evaluation can be secured by condition.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Significant shelter belt on boundary, some scattered trees across site and hedgerow boundaries.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	On site/near of proposed new road.
<i>Public Protection Comments Other Constraints:</i>	New road would place sig constraints and noise.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation through stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution.

<b>Strategic Considerations:</b>	<p>Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. Available for employment only.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>yes - for employment</p>
<b>Potential for Allocation?</b>	<p>No for housing</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site could present a windfall opportunity to extend the existing commercial area of the towns West SUE. Whilst Shrewsbury's functional relationship and strong transport links to the Black Country means that this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, due to the sites size it is unlikely that in isolation it could accommodate a meaningful contribution. It is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR213</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	88%
<i>Percentage of site in Flood Zone 2:</i>	89%
<i>Percentage of site in Flood Zone 1:</i>	11%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	7%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	47%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Very High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>Access arrangements onto Woodcote way will need to be carefully assessed due to the close proximity of the A5112 roundabout and the new Redwings development access. Modifications to the roundabout may be required or access could be incorporated into a modified roundabout.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). Only a small area of this site is outside Flood Zone 3 (and, by definition, the Env Network) so very little of this area is likely to be viable.</p>
<i>Ecology Comments Other Constraints:</i>	<p>The north east boundary of this area is Local Wildlife Site and Priority habitat / Core Habitat in the Environmental Network. Mature trees and hedgerow border much of this site. The trees and hedgerows may support bats and nesting birds as well as being habitat in their own right. Hedgerow is Core / Priority Habitat. A water course runs along the south eastern boundary and would require a large buffer.</p>

<i>Ecology Comments Management of Constraints:</i>	Being in the flood plain would be difficult to mitigate for without having impacts further downstream. Buffers would be needed to the river and the water course to the south east. The small area outside the floodplain could be developed with few ecological impacts.
<i>Ecology Comments Opportunities:</i>	The water course could be enhanced to make a feature and its capacity increased to help address flooding issues. In-line pools and 'leaky dams' should be considered. For any areas of open space consider removing fertile topsoil to create low fertility conditions. Soil can be used elsewhere on site where amenity planting is required or to create interesting topography for kids and biodiversity features like hibernacula.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	No known archaeological interest but large size of site suggests it may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Agricultural land with trees next to river creating a buffer
<i>Tree Comments Management of Constraints:</i>	
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to increase woodland cover and integrate the development into the broader landscape
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Nationally modelled Noise Action Zone to the south.
<i>Public Protection Comments Management of Constraints:</i>	Noise mitigation through stand off distance, glazing and ventilation consideration and layout and orientation of dwellings and combinations thereof to mitigate for all noise sources however may significantly constrain the site.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the east of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p> <p>Vast majority of site is in flood zones 2 and 3 leaving only around 1ha of developable land.</p> <p>High landscape sensitivity, and medium/high visual sensitivity.</p> <p>The site is approximately 1.0km from the nearest supermarket, 1.5km from the nearest school. Regular bus services operate along Woodcote Way which is adjacent to the site. There is a good pedestrian and cycle network in the vicinity.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>Vast majority of site is in flood zones 2 and 3 leaving only around 1ha of developable land.</p> <p>High landscape sensitivity, and medium/high visual sensitivity.</p> <p>More preferable sites elsewhere.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR216</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-High and Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	High and Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	High and Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High and Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	SHR216 has the potential to deliver 694 homes. Access would be onto Holy Head Road. Land would need to be protected to deliver the Shrewsbury North West Relief Road across the southern part of the site.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	Possible HRA required due to road emissions from increased traffic (in-combination) on Hencott Pool Ramsar. See LPR HRA. If priority habitats are present then the site should not be developed. If priority habitats not present, the LWS, hedgerows and adjacent woodland will reduce the developable area.
<i>Ecology Comments Other Constraints:</i>	Part of the northern section of the site is within Shelton Rough Local Wildlife Site (and Env. Network core areas). The LWS is directly adjacent to the eastern boundary. The site may contain priority habitats - botanical survey required. Appropriate buffers from the LWS and adjacent woodland will be required. The central hedgerow should be retained and enhanced. Requires botanical survey, ECLA and surveys for bats (trees and transects), GCNs (ponds within 500m), badgers, reptiles, otters and nesting birds. PROWS cross the site.

<i>Ecology Comments Management of Constraints:</i>	If priority habitat, site should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat. See accompanying document
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Potential impact on setting of Registered Park and Garden of Berwick Park (NHLE ref. 1001706) No known archaeological interest but large size of site suggests it may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on setting of RPG; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	Numerous scattered mature field trees adjacent to good woodland screening boundary to the river
<i>Tree Comments Other Constraints:</i>	Open field areas
<i>Tree Comments Management of Constraints:</i>	B55837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement.
<i>Tree Comments Opportunities:</i>	Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible road noise to southwest of the site and commercial noise to the south.
<i>Public Protection Comments Management of Constraints:</i>	Mitigate noise by location (separation distances to the road) of dwellings, orientation and room layout as well as glazing and boundary treatment.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Poor
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Poor
<b>Relationship to the Black Country</b>	This site is located to the west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>The site offers an opportunity for a greenfield land release on the edge of Shrewsbury. It is recognised the site falls within Bicton parish. Access would be onto Holyhead Road. If allocated land would need to be protected to deliver the Shrewsbury North West Relief Road across the southern part of the site. The site performs poorly for housing and employment in the context of the settlement and the Black Country Contribution within the Stage 2a Sustainability Appraisal. It is recognised the site has a high visual sensitivity rating and a medium/high landscape sensitivity rating. Impact at Spring Coppice and to the east of the site at Shelton Rough adjacent to the River Severn are particular concerns. Some ecological concerns. Impact on Groundwater Source Protection Zone highlighted by EA as significant. Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Land to the south to the south of the site should be protected for the potential future alignment of the NWRR. Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>This site was included as a proposed allocation for 300 dwellings in the Preferred Options document in November 2018. However, the site was subject to substantial objection, and in particular significant concern was raised by the Environment Agency regarding the potential impact from development on the Source Protection Zone in the area, and associated impacts on the quality of water supply for the town. Therefore whilst the site does offer some locational benefits, especially in terms of its broadly sustainable location on the edge of Shrewsbury, the weight of material objections weighing negatively in the balance of considerations alongside landscape concerns, and the fact there are other options in the town to deliver housing in a more sustainable manner, it is now considered this site should no longer be proposed for allocation and remain open countryside. Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR217</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	No
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	0%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	Potentially 97 homes. Existing access arrangements onto Otley Road are not ideal for traffic to/from Oteley road east.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	
<i>Ecology Comments Other Constraints:</i>	The site boundaries and part of the site lie within Env. Network corridor. This should be retained and buffered. Requires botanical survey, Ecla and surveys for bats (buildings, trees and transects), GCNs (ponds within 500m), badgers, reptiles and nesting birds.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	N/A
<i>Heritage Comments Other Constraints:</i>	N/A
<i>Heritage Comments Management of Constraints:</i>	
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	Curtilage mature trees
<i>Tree Comments Other Constraints:</i>	Large central open areas
<i>Tree Comments Management of Constraints:</i>	B55837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement.
<i>Tree Comments Opportunities:</i>	Well screened site - retain to existing trees and create sustainable juxtaposition of houses and trees
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from roads and commercial in close proximity. Possible air quality issues due to close proximity to t significant junction.
<i>Public Protection Comments Management of Constraints:</i>	Mitigate noise by location (separation distances to the road) of dwellings, orientation and room layout as well as glazing and boundary treatment. Air quality monitoring on site required and assessment done using the information.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Good
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Good
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the south of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p> <p>Site no longer available for residential development.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>Site no longer available for residential development.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR218</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	3%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	23%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Very High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>Potentially 116 homes. Access arrangements onto Woodcote way will need to be carefully assessed due to the close proximity of the A5112 roundabout and the new Redwings development access. Modifications to the roundabout may be required or access could be incorporated into a modified roundabout. Access should be linked with SHR099. The site is approximately 1.0km from the nearest supermarket, 1.5km from the nearest school. Regular bus services operate along Woodcote Way which is adjacent to the site. There is a good pedestrian and cycle network in the vicinity.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others).
<i>Ecology Comments Other Constraints:</i>	Requires botanical survey, EclA and surveys for GCNs (ponds within 500m), bats, badgers, reptiles and nesting birds. Hedgerows and trees will need to be buffered.

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site includes historic farmstead of Underdale Hall Farm (HER PRN 26952), where both the farm house and the principal range of farm buildings survive. No other known archaeological interest but medium size suggests site may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (buildings assessment; archaeological DBA + ?evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	Scattered mature trees and groups of trees on site
<i>Tree Comments Other Constraints:</i>	
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arboricultural Impact Assessment, Tree Protection Plan & Arboricultural Method Statement.
<i>Tree Comments Opportunities:</i>	Low density houses retaining existing trees
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Flood risk. Currently site of employment. Noise assessment required for road.
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Good
<b>Relationship to the Black Country</b>	This site is located to the east of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Site would represent a significant growth area for the town.  Highway access considered achievable.  Landscape sensitivity considered high.  Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>It is considered more sustainable options exist elsewhere in the town to accommodate the planned level of growth to 2038. Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.  Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.  The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR219</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	5%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	10%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low and Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low and Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>These sites represent a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road. The majority of Nobold Lane (north of Mousecroft Lane) is not fronted by one of these sites so no improvements could be delivered without third party land. Together they would need to provide an new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car. This is particular important as there is not direct access to the A5 bypass from Longden Road and there level of development that could be accommodated by the Longden Road route going north east to Roman Road will be limited by existing highway capacity. These sites are over 2.0km to the nearest primary school and convenience store as third party land would be required to make suitable improvements to the existing PRoW access to Radbrook Green. Frequent bus service operate along Hanwood Road but these are around 800m from the centre of the sites. It would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>If priority habitats are present then these areas should not be developed.  HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others).  Protection of ponds on the site will reduce the no. of houses possible.</p>
<i>Ecology Comments Other Constraints:</i>	<p>The site may contain priority habitats - botanical survey required.  There are ponds on the site. Retention and protection of the ponds (with appropriate buffers) will reduce the no. of houses possible.  A significant proportion of the site is made up of wet woodland / swamp which is almost certainly core / priority habitat. A large proportion of the area may Env. Network core habitat and/or corridor as the grassland is indicated as possibly being of interest. If the grassland is of interest, only the north eastern arable field would be available for development.  Requires EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds.  Hedgerows, trees and ponds will need to be buffered.</p>

<i>Ecology Comments Management of Constraints:</i>	If priority habitats are present, those areas of the site should not be developed. Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	The wet woodland could be improved for wildlife and potentially for people with a boardwalk through the area created. Woodland planting along the southern boundary would help the network here and also reduce road noise. The footpath should form part of a significant green corridor that links this site to sustainable transport routes into town. Woodland planting should be considered adjacent to the woodland block to the south west.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impacts on settings of Grade II Listed Nobold Hall (NHLE ref. 1270731) and Nobold Grange (NHLE ref. 1254531). Site detached from built edge of town and would potentially impact on the setting of the historic hamlet of Nobold and includes historic farmstead of Day House (HER PRN 27747). Potential impact on setting of Grade II Listed Newton farmhouse (NHLE ref. 1176148). Site crossed by the projected line of possible Roman road (HER PRN 00057) and includes the projected line of a Roman road (HER PRN 00098) and two cropmark enclosure of likely Iron Age/ Roman date. (HER PRNs 00006 & 00009). The site is also bounded to the north by a second possible Roman road (HER PRN 00057). No other known archaeological interest but large size of site and proximity to the Roman road suggests it may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs & CA; Level 2 historic building appraisal if demo of Day House farm proposed; and archaeological DBA + field evaluation). NB part of the site previously used as site compound during A5 construction.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Hedgerows and mature hedgerow trees, scattered mature field trees and areas of woodland around seasonal pond and adjacent to highway.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arboricultural Impact Assessment, Tree Protection Plan & Arboricultural Method Statement.
<i>Tree Comments Opportunities:</i>	tree planting across the site, increase area of woodland along highway.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Noise from road, assessment required, more suitable for employment. Odours from cattle market.
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<p><b>Strategic Considerations:</b></p>	<p>The site is a combination of several previously assessed parcels would represent a major expansion of Shrewsbury in a new direction.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Do not allocate</p>
<p><b>Reasoning</b></p>	<p>The site is being promoted in a comprehensive package of sites alongside adjoining land. However, this it is considered the site is significantly divorced from the town.</p> <p>There are also heritage concerns regarding potential impact on the Roman Road, and noise impacts from the A5 and rail line.</p> <p>It is not considered this site represents the most sustainable option for the town's growth given the presence of other options.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications required:</b></p>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR221</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	No
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	5%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	10%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>These sites represent a partial fill of the remaining undeveloped land between the Mytton Oak Road and the Radbrook Road. Together they would need to provide an new circular link road, between the existing radial roads, in order to facilitate public transport services to the new developments and improve accessibility by car. These sites are over 1.5km to the nearest primary school and convenience store. Frequent bus service operate along Mytton Oak Road and Hanwood Road but these are around 800m from the centre of the sites. It would therefore be preferable for this area to be developed as a sustainable urban extension to include local facilities and through route public transport services.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>If priority habitats are present then these areas should not be developed.</p> <p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others).</p> <p>Protection of ponds on the site (one of which is a confirmed GCN breeding pond) will greatly reduce the no. of houses possible.</p>
<i>Ecology Comments Other Constraints:</i>	<p>There are ponds on the site (one of which is a confirmed GCN breeding pond) Retention and protection of the ponds (with appropriate buffers) will greatly reduce the no. of houses possible.</p> <p>. Requires EclA and surveys for bats, GCNs (ponds within 500m), badgers, reptiles and nesting birds.</p> <p>Hedgerows, trees and ponds will need to be buffered.</p>

<i>Ecology Comments Management of Constraints:</i>	If priority habitats are present, those areas of the site should not be developed. Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site includes park like ground and may affect the setting of Ley Grange - a non-designated historic house of some status. No known archaeological interest but large size suggests site may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (setting assessment; archaeological DBA + evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Numerous mature trees in hedgerows and across the existing fields, would limit development opportunities
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arboricultural Impact Assessment, Tree Protection Plan & Arboricultural Method Statement.
<i>Tree Comments Opportunities:</i>	Tree planting across site.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	No comment, no apparent noise sources identified.
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>The site is adjacent to the proposed allocated land of SHR060/158/160.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>Whilst adjoining the proposed allocation of SHR060/158/160, the site has not been considered against the emerging site promotion and urban design considerations for the preferred site option.</p> <p>The site is not required for access from Mytton Oak Road, and there is no evidence of any joint land promotion with adjoining land. As such it is not considered necessary for this site to come forward as part of the proposed site allocation at Edgebold.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR222</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	3%
<i>Percentage of site in Flood Zone 2:</i>	3%
<i>Percentage of site in Flood Zone 1:</i>	97%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	0%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	1%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	3%
<i>Percentage of the site within 20m of an historic flood event:</i>	5%
<i>Percentage of the site within 20m of a detailed river network:</i>	1%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Very High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The site benefits from direct access onto Berwick Road. Berwick road has sufficient capacity to accommodate potential development, but consideration would need to be given to the likely impact on the Berwick Road/Coton Hill Junction, and wider Highways network, depending on the scale of the development.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>HRA may be required for NOx pollution from increased traffic, in-combination with other sites, on White Mere, Sweatmere and Crose Mere and Clarepool Moss, Hencott Pool (possibly others). See LPR HRA.</p> <p>The central and boundary hedgerows (Env. Network) should be retained and appropriately buffered.</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA and botanical survey required and surveys for badgers, bats, nesting birds, GCNs and reptiles</p>

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancements. Protect, enhance and restore Env. Network in accordance with CS17 and MD12.
<i>Ecology Comments Opportunities:</i>	Enhance Env. Network
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	A large site which includes a cropmark enclosure of likely Iron Age/ roman date (HER PRN 02209)
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	Significant curtilage trees and central belt of trees on site
<i>Tree Comments Other Constraints:</i>	
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of exiting mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise.
<i>Public Protection Comments Management of Constraints:</i>	Noise assessment and ProPG design.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Poor
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Poor
<b>Relationship to the Black Country</b>	This site is located to the north-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>The site is significant in scale and therefore could offer an opportunity as an alternative to other large scale site options. The site has high landscape sensitivity and medium-high visual sensitivity for residential use. The site performs poorly for housing and employment in the context of the settlement and the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site has a high landscape sensitivity and medium-high visual sensitivity for residential use. It is considered there are more appropriate options elsewhere in the town to accommodate significant growth. Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire. The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR223</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	High
<i>Highway Comments - Direct Access to Highway Network?</i>	SHR223 is part of SHR216 which has the potential to deliver 694 homes. Access would be onto Holyhead Road. Land would need to be protected to deliver the Shrewsbury North West Relief Road across the southern part of the site.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	Possible HRA required due to road emissions from increased traffic (in-combination) on Hencott Pool Ramsar. See LPR HRA. If priority habitats are present then the site should not be developed. If priority habitats not present, the LWS, hedgerows and adjacent woodland will reduce the developable area.
<i>Ecology Comments Other Constraints:</i>	Part of the northern section of the site is within Shelton Rough Local Wildlife Site (and Env. Network core areas). The LWS is directly adjacent to the eastern boundary. The site may contain priority habitats - botanical survey required. Appropriate buffers from the LWS and adjacent woodland will be required. The central hedgerow should be retained and enhanced. Requires botanical survey, ECLA and surveys for bats (trees and transects), GCNs (ponds within 500m), badgers, reptiles, otters and nesting birds. PROWS cross the site.

<i>Ecology Comments Management of Constraints:</i>	If priority habitat, site should not be developed. If not priority habitat: protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Site could potentially be restored/enhanced as priority habitat. See accompanying document
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Potential impact on setting of Registered Park and Garden of Berwick Park (NHLE ref. 1001706) No known archaeological interest but large size of site suggests it may have some archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on setting of RPG; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	Numerous scattered mature field trees adjacent to good woodland screening boundary to the river
<i>Tree Comments Other Constraints:</i>	Open field areas
<i>Tree Comments Management of Constraints:</i>	BSS837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement.
<i>Tree Comments Opportunities:</i>	Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise.
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Site proposed for retirement living accommodation is considered to be medium-high landscape and visual sensitivity. The entirety of the site is in source protection zone 2 and parts are in source protection zone 3, although it is noted that the extent of built form could avoid elements of the site in source protection zone 3.</p> <p>The site performs poorly for housing and employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>Landscape and visual sensitivity is medium/high. It is considered there are more appropriate options elsewhere in the town to accommodate growth.</p> <p>Any future retirement residential proposals on this site, including affordable, can be considered against relevant policies of the Local plan.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR224</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	1%
<i>Percentage of site in Flood Zone 2:</i>	7%
<i>Percentage of site in Flood Zone 1:</i>	93%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	5%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	7%
<i>Percentage of the site within 20m of an historic flood event:</i>	63%
<i>Percentage of the site within 20m of a detailed river network:</i>	1%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The site benefits from direct access onto the A528. It is assumed development will utilise existing access off A528 - Ellesmere Road. Depending on scale of development, consideration may need to be given to pedestrian facilities within close proximity to the site.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	<p>Site is partly within a LWS and Env. Network. These will need to be retained and appropriately buffered. This will reduce the housing numbers.</p> <p>HRA will be required for NOx pollution from increased traffic, in-combination with other sites, on Hencott Pool, White Mere, Sweatmere and Crose Mere and Clarepool Moss (possibly others). HRA will also need to consider recreation impacts on Hencott Pool. More than the minimum 30m per bedroom (SAMDev Policy MD2) would be required to address recreation issues in the HRA which could reduce numbers of dwellings possible. See LPR HRA.</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA and botanical survey required and surveys for badgers, bats, nesting birds, GCNs and reptiles</p>

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancements. Protect, enhance and restore Env. Network in accordance with CS17 and MD12.
<i>Ecology Comments Opportunities:</i>	Enhance Env. Network
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Find spot of a Roman brooch on site (HER PRN 04207). No other known archaeological interest but large size suggests it may have potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	Site adjacent to important protected woodland to the south
<i>Tree Comments Other Constraints:</i>	Scattered trees and hedges on site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 Tree Survey / Arb Impact Assessment and Tree Protection Plan. Development density and layout needs to be considered so that it allows room for retention of existing mature trees
<i>Tree Comments Opportunities:</i>	Tree planting opportunities across the site to ensure that development can meet tree cover targets in planning policy framework and help to improve urban forest resource within the town.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Road noise (proximity to licensed premises and holiday venue).
<i>Public Protection Comments Management of Constraints:</i>	
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Poor
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the north-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>Site has planning permission for retirement living accommodation.</p> <p>The site remains fairly divorced from the main built form, even when read against the proposed development site SHR173. The site performs poorly employment in the context of the settlement within the Stage 2a Sustainability Appraisal. However, it performs fair for housing in the context of the settlement and housing and employment in the context of the Black Country Contribution within the Stage 2a Sustainability Appraisal.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The site remains fairly divorced from the main built form, even when read against the proposed development site SHR173. The site has planning permission for retirement living accommodation.</p> <p>It is considered there are more appropriate options elsewhere in the town to accommodate growth.</p> <p>Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	

**Site Assessment - Stage 3 Updated**

<b>Site Reference:</b>	<b>SHR225</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	8%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium-Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium
<i>Highway Comments - Direct Access to Highway Network?</i>	See sites SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192.
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<i>Ecology Comments Significant Constraints:</i>	See sites SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192.
<i>Ecology Comments Other Constraints:</i>	See sites SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192.

<i>Ecology Comments Management of Constraints:</i>	See sites SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192.
<i>Ecology Comments Opportunities:</i>	See sites SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192.
<i>Heritage Comments Significant Constraints:</i>	See sites SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192.
<i>Heritage Comments Other Constraints:</i>	See sites SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192.
<i>Heritage Comments Management of Constraints:</i>	See sites SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192.
<i>Heritage Comments Opportunities:</i>	See sites SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192.
<i>Tree Comments Significant Constraints:</i>	See sites SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192.
<i>Tree Comments Other Constraints:</i>	See sites SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192.
<i>Tree Comments Management of Constraints:</i>	See sites SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192.
<i>Tree Comments Opportunities:</i>	See sites SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192.
<i>Public Protection Comments Significant Constraints:</i>	See sites SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192.
<i>Public Protection Comments Other Constraints:</i>	See sites SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192.
<i>Public Protection Comments Management of Constraints:</i>	See sites SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192.
<i>Public Protection Comments Opportunities:</i>	See sites SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192.
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	Fair
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	Fair
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	Fair
<b>Relationship to the Black Country</b>	This site is located to the south-west of Shrewsbury. Shrewsbury is located in the centre of Shropshire, with a functional relationship to the Black Country. Shrewsbury benefits from being located on the A5/M54 corridor which provides links to the Black Country (which is some 22 miles away). Shrewsbury also benefits from a railway station which offers regular train services to the Black Country via the Shrewsbury to Wolverhampton line.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.

<b>Strategic Considerations:</b>	<p>A large strategic site located within and beyond the extent of the A5 by-pass.  Site consists of numerous smaller sites: SHR025, SHR027, SHR157, SHR149, SHR188, SHR190 and SHR192. See strategic considerations for these sites.  Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation.</p>
<b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Known Infrastructure Opportunities:</b>	<p>Relevant supporting studies should be undertaken and their recommendations implemented. See comments from relevant service areas.</p>
<b>Potential for Windfall?</b>	<p>No</p>
<b>Potential for Allocation?</b>	<p>No</p>
<b>Recommendation</b>	<p>Do not allocate</p>
<b>Reasoning</b>	<p>The extent of the site goes beyond the extent of the A5 by-pass, which is considered to cause a significant degree of physical and perceived severance from the main urban area. It is not considered necessary to grow the town beyond the A5 by-pass at this stage, especially in the light of the availability of more sustainable options to the west of the town.  With regard to the remainder of the site, the site to the north between Hanwood Road and Mytton Oak Road is preferred for significant and comprehensive planned new development, there is no requirement to release this land at this time in order to meet the proposed development needs of the town up to 2038. The preferred land to the north is considered to offer greater potential benefits to the town and can support the objectives of the Big Town Plan and to achieve a comprehensively planned development.  Given Shrewsbury's functional relationship and strong transport links to the Black Country, this site could be suitably located to accommodate some of the proposed contribution to the unmet development needs forecast to arise within the Black Country, should it be identified as a proposed site allocation. However, it is considered that there are other more appropriate sites upon which to accommodate these proposed contributions.  Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.  The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<b>Further Main Modifications required:</b>	<p>No</p>

<b>If proposed for Allocation, Potential Capacity:</b>	
<b>If proposed for Allocation Design Requirements:</b>	



# Shropshire Local Plan

## Additional Sustainability Appraisal Report: Appendix 10

Updated Stage 3 Site  
Assessment: Potential Strategic  
Sites including Strategic  
Settlements



<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BWU001</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	2%
<i>Percentage of site in Flood Zone 2:</i>	3%
<i>Percentage of site in Flood Zone 1:</i>	97%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	4%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	9%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	4%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations (from the GB Assessment/Review):</i>	The site is not located within the Green Belt.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Not Assessed
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Not Assessed
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Not Assessed
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Not Assessed
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>If 66% of the site was housing this site could accommodate 2,713 homes. The site does not have highway frontage but it appears that links could be made across neighbouring land to the B4380 and B5061. If this land was available to make these links, of approximately 500m each then two suitable highway access junctions should be achievable.</p> <p>If developed as a strategic site it is assumed that some local services / facilities would be provided within a master plan that gave priority to sustainable modes of transport for local trips to these facilities. However, in the initial phases of the development it is likely that facilities and services from outside the locality will need to be used. The nearest convenience store of any significance would be in Wellington, over 8km from the site. The nearest bus service is on the A5061 around 800km from the centre of the site. It is unlikely that the scale of development would support a school or GP surgery and the nearest GP &amp; School are over 6km from the site in Cressage via the B4380 which has no footways.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	
<i>Ecology Comments Significant Constraints:</i>	<p>Possible HRA required due to road emissions from increased traffic (in-combination) on Hencott Pool. See LPR HRA.</p> <p>Protection of the woodland, ponds and Env. Network will reduce the no. of houses possible.</p>
<i>Ecology Comments Other Constraints:</i>	<p>Patches of woodland on the site (possibly priority habitats) will need to be retained and buffered.</p> <p>There is a watercourse along the northern boundary which forms an Env. Network corridor.</p> <p>There are ponds on the site. Retention and protection of the ponds (with appropriate buffers) will reduce the no. of houses possible.</p> <p>Requires EclA and surveys for bats, GCNs (ponds within 500m), otters, white-clawed crayfish, water voles, badgers and nesting birds.</p> <p>Trees, hedgerows, woodland, watercourse and ponds will need to be buffered.</p>

Ecology Comments Management of Constraints:	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
Ecology Comments Opportunities:	
Heritage Comments Significant Constraints:	Site likely to have a substantial negative impact on setting of the Scheduled Monument of Site of Roman town of Wroxeter (Viroconium) (NHLE ref. 1003705). Number of known cropmark sites which may be associated with the Roman city situated within site boundary, whilst very large size of site and proximity to Wroxeter suggests it otherwise has high archaeological potential.
Heritage Comments Other Constraints:	
Heritage Comments Management of Constraints:	Do not allocate.
Heritage Comments Opportunities:	
Tree Comments Significant Constraints:	Important green corridor on northern curtilage two blocks of woodland and scattered trees and hedgerows between fields
Tree Comments Other Constraints:	
Tree Comments Management of Constraints:	Standard BS5837 tree survey / constraints analysis. Arboricultural Impact Assessment, Tree Protection Plan & Arboricultural Method Statement.
Tree Comments Opportunities:	Net gain for biodiversity - retain existing features and join green corridors
Public Protection Comments Significant Constraints:	Distant noise source to north. No apparent history of contamination.
Public Protection Comments Other Constraints:	Distant noise source to north. No apparent history of contamination.
Public Protection Comments Management of Constraints:	
Public Protection Comments Opportunities:	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	<b>Fair</b>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	<b>Fair</b>
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	<b>Fair</b>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	<b>Fair</b>
<b>Relationship to the Black Country</b>	Located in central Shropshire, an area with a functional relationship to the Black Country. Located south of but some distance from the A5 / M54 corridor from Shrewsbury to Wolverhampton. The site is linked to this corridor by rural roads. Nearest railway station providing direct links to the Black country is some distance away at Wellington.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	As a large potentially strategic site/settlement, it has capacity to accommodate a significant quantity of housing and employment, sufficient to contribute to the needs of both Shropshire and/or the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>The site is sufficiently large that it could form a strategic settlement.  The site is located between Shrewsbury and Telford, south of the A5.  The site is located in proximity to but some distance from the M54/A5 strategic corridor and any connection to it would be via B roads. Given the distance from the strategic corridor and nature of potential connections, it is unclear whether the site would be attractive as a centre for employment or whether it would be sustainable or attractive as a location to accommodate all or part of the proposed contribution to the unmet housing and/or employment contributions forecast to arise within the Black Country.  The site does not have a highway frontage but it appears that links could be made across neighbouring land to the B4380 and B5061. If this land was available to make these links, of approximately 500m each then two suitable highway access junctions should be achievable.  Around half of the site is located within a source protection zone (primarily zone 3, however part of the north-west of the site is located in zone 2).  Possible HRA required due to road emissions from increased traffic (in-combination) on Hencott Pool.  The site contains woodland, mature trees, ponds and the stream brook along the northern boundary forms an environmental network corridor. Site likely to have a substantial negative impact on setting of the Scheduled Monument of Site of Roman town of Wroxeter (Viroconium). There are a number of known cropmark sites which may be associated with the Roman city situated within site boundary and due to its very large size and proximity to Wroxeter it is likely to have high archaeological potential.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Ensuring future occupiers have appropriate access to services and facilities and employment opportunities.  Ensuring appropriate pedestrian and cycle links and connections to public transport.  Ensuring necessary works to the highway network are undertaken (including achieving appropriate site accesses and improvements to Tern Hill roundabout).  Provision of green infrastructure.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Formation of a new settlement through a mixed used development to provide local services and facilities; employment land; new homes; and extensive green infrastructure.  Infrastructure provision on and to support the site.  Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Countryside</p>

<p><b>Reasoning</b></p>	<p>The site is located in proximity to but some distance from the M54/A5 strategic corridor. Given the distance from the strategic corridor, it is unclear whether the site would be attractive as a centre for employment.</p> <p>The site is located in proximity to but some distance from the M54/A5 strategic corridor and any connection to it would be via B roads. Whilst the site is large, given the distance from the strategic corridor and nature of potential connections, it is unclear whether the site would be attractive as a centre for employment or whether it would be sustainable or attractive as a location to accommodate all or part of the proposed contribution to the unmet housing and/or employment contributions forecast to arise within the Black Country. Development of alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site likely to have a substantial negative impact on setting of the Scheduled Monument of Site of Roman town of Wroxeter (Viroconium). There are a number of known cropmark sites which may be associated with the Roman city situated within site boundary and due to its very large size and proximity to Wroxeter it is likely to have high archaeological potential.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
<p><b>Further Main Modifications Required</b></p>	<p>No</p>
<p><b>If proposed for Allocation, Potential Capacity:</b></p>	<p>N/A</p>
<p><b>If proposed for Allocation Design Requirements:</b></p>	<p>N/A</p>

\*Green Belt Purposes (where applicable):

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P26 (Amended)</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	2%
<i>Percentage of site in Flood Zone 2:</i>	2%
<i>Percentage of site in Flood Zone 1:</i>	98%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	4%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	3%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations (from the GB Assessment/Review):</i>	<p>Within the Green Belt Assessment undertaken for Shropshire this site is considered within three Green Belt Parcels (P4, P8 and P25). The assessment indicates that these parcels make no contribution against purposes 1a and 1b; make no contribution or perform weakly against purposes 2 and 4; and perform either moderately or strongly against purpose 3.</p> <p>Within the Green Belt Review undertaken for Shropshire elements of this site is considered within the two parcels (Parcel P4 was not specifically assessed) and the majority is also considered within opportunity area (J3-1).</p> <p>The review of the relevant parcels indicates that there would be either moderate-high or high harm to the Green Belt resulting from release (it is considered likely that there would be high harm to the Green Belt resulting from release, associated with Parcel P4). Release would lead to significant encroachment on the countryside; could affect the integrity of neighbouring Green Belt land; and would also lead to the creation of a new area inset into the Green Belt.</p> <p>The review of the relevant opportunity area indicates there would be high harm to the Green Belt resulting from release.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The site is adjacent to the A41 immediately north of junction 3 of the M54 and the views of Highways England would need to be sought. This section of the A41 is subject to the national speed limit. The site controls sufficient land to facilitate new and/or improved access points onto the A41 together with appropriate speed limits and pedestrian crossing facilities.</p> <p>If this site was developed as a strategic settlement it is assumed that local services / facilities would be provided within a master plan that gave priority to sustainable modes of transport for local trips to these facilities. However, in the initial phases of the development it is likely that facilities and services from outside the locality will need to be used. In these circumstances the nearest schools are over 4.0km from the site in Shifnal or Albrighton to which school transport would need to be provided. The nearest GP surgeries are also in Shifnal or Albrighton and a similar distance away. The site is adjacent to the A41 which has no pedestrian crossing facilities. An hourly bus service (891) operates along the A41 and Stanmore Lane between Shifnal (Telford) and Albrighton (Wolverhampton) but some parts of these sites would be 3.0km from the existing service route. The site is not linked to Albrighton or Shifnal by a continuous footway or cycle route.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	
<i>Ecology Comments Significant Constraints:</i>	<p>Only reduced numbers of housing possible as protection of Environmental Network (two water courses and south eastern tip unlikely to be fully possible in open space provision). Due to the large size of the proposed development area, HRA may be required for recreational impacts, particularly on Cannock Chase - this will need to be checked with NE. HRA may also require bespoke modelling for traffic emissions and water cycle.</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. Surveys for GCN (in ponds on site and within 500m), Dormice, Badgers (known records), Bats (records on site), nesting birds, vascular plants, reptiles, Otters, Water Voles and White-clawed Crayfish (many records along watercourse). Hedges, tree lines and water courses provide valuable ecological networks. Environmental Network crosses the site and lies adjacent to it.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines within the site and on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. Wooded corridors along the streams, including Church Pool, are to be retained, protected and buffered. Retain good quality habitat within the south-eastern tip. Maintenance of dark commuting routes, linked to water courses. Protection/mitigation for White-clawed crayfish if any drainage connections to the water courses. Pollution prevention including oil and silt interceptors.
<i>Ecology Comments Opportunities:</i>	Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. Include major footpaths within connections. Provide a network of open space and green corridors connecting with the Env. Network and buffer the wooded banks of the streams to minimise recreational and other impacts.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Very large site that incorporates numerous designated (7 GII Listed Buildings) and non-designated heritage assets (including those with archaeological interest). Site also in close proximity to the Boundary of the Tong Conservation Area which contains a further cluster of listed buildings (including 1 GI and 1 GII* LB), and site also has some potential to affect the setting of the Grade II* Registered Park and Garden and Conservation Area of Weston Park/Weston-under-Lizard. Substantial number of metal detectorists finds. Development will potentially directly and indirectly impact on the significance of a range of these assets.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs; impacts on non-designated parklands and historic landscape character; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	Well designed development might offer opportunities to improve/ restore the non-designated parkland settings of some LBs. S106 agreements could be used to secure enhancements (including management, access and interpretation) for SMs and other heritage assets.
<i>Tree Comments Significant Constraints:</i>	TPO trees to rear of the Bell Inn / filling station.
<i>Tree Comments Other Constraints:</i>	Corridor of mature woodland runs north / south through site and block of woodland to southern corner. Connectivity to the south interrupted by M54. Numerous trees, groups of trees and hedgerows around and within site. Large water body and areas of mature woodland within south-eastern corner of site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Ensure reasonable development stand-off from woodland. Development stand-offs required from the water and woodland habitats.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Incorporate good trees and tree groups as part of open space within development and plan strategically for a network of connected green infrastructure. Extend woodland cover and create suitable buffer with built development. Look to connect to large block of woodland to the north / west of the site. Seek to expand woodland cover by new planting to extend and link existing woodland where suitable.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible land contamination where land has been previously developed. Noise and air quality concerns where the site adjoins the M54 and A41.
<i>Public Protection Comments Management of Constraints:</i>	Remediation likely to be available for contaminated land. Appropriate assessments will be necessary. Noise mitigation likely to be available. As a first option it is recommended that noise sensitive receptors (residential properties) are provided with sufficient distance from noise sources to avoid issues. Where this is not possible good design and layout including orientation and layout of development, glazing barriers including fencing and bunding, mechanical ventilation. Air quality concerns can be removed by ensuring there is appropriate distance between proposed residential properties and main roads.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	<b>Poor</b>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	<b>Poor</b>
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	<b>Poor</b>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	<b>Poor</b>
<b>Relationship to the Black Country</b>	Located in eastern Shropshire, an area with a functional relationship to the Black Country. Located on the A5 / M54 corridor from Shrewsbury to Wolverhampton and as such benefits from good links onto this corridor and into the Black Country. The site is in proximity of railway stations at Cosford, Albrighton and Shifnal, although all are separated from the site by the M54 corridor (it is noted that there are underpasses that could service such movements) and would likely require some other form of transport to access them (it is noted that the site promoters have proposed a number of mechanisms to facilitate this, including a shuttle bus).
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	As a large potentially strategic site/settlement, it has capacity to accommodate a significant quantity of housing and employment, sufficient to contribute to the needs of both Shropshire and/or the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>The site is sufficiently large that it could form a strategic settlement.  The site is located on the M54/A5 strategic corridor.  The site has been promoted for the formation of a planned settlement containing around 50ha (or 75ha) of employment, around 3,000 dwellings, and a local centre to provide services, facilities and infrastructure.  It is understood that extensive areas of land within the site promotion are not proposed for development but represent opportunity areas for providing public benefit - this includes land to the east of the A41 and land at and in proximity to Lizard's Hill, relevant proposals for this land could occur whilst it remains in the Green Belt. As such the extent of the site promotion for development/release from the Green Belt is substantially smaller than the total site area, being around 370ha. This has been recognised within the assessment.  The opportunity associated with this corridor is recognised within the Economic Growth Strategy for Shropshire and the M54 corridor study.  The M54 corridor benefits from good access to transport infrastructure; its proximity to existing international businesses dominant in growth sectors such as advanced manufacturing and engineering; and proximity to higher education and training institutions including key assets such as RAF Cosford, Wolverhampton University and Harper Adams University.  The sites location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country.  All or part of the site is located within a source protection zone.  The site is located within the Green Belt. The review of the relevant parcels indicates that there would be either moderate-high and/or high harm to the Green Belt resulting from release, dependent on the extent of release - if the total site promoted were released it would result in high harm to the Green Belt.  It is considered that the site controls sufficient land to provide an access onto the A41. There is also a need to consider pedestrian crossing facilities and speed limits. Furthermore, Highways England views will be required on the relationship between the site and Junction 3 of the M54 / the M54 itself.  Services and facilities would need to be provided on the site to create a sustainable community.  The site performs poorly for residential and employment within Stage 2a: Sustainability Appraisal in the context of potential strategic sites/settlements and the contribution to the Black Country. It is acknowledged that this in part relates to the fact that the site promotion includes land which is not proposed for development but to provide wider public benefit, this has informed overarching conclusions. It is also acknowledged that this rating is also in part as a result of the limited access to services and facilities, which could of course be provided on the site, this has also informed overarching conclusions.  HRA will be required due to site size.  Parts of the site are within an environmental network (two watercourses and the southern tip of the site).  The site contains hedgerows, mature trees, wooded corridors, a large water body and blocks of woodland (some of these trees are subject to TPO protection). The site may also contain protected species and priority habitats.  The site contains and/or is in proximity of many designated and non-designated heritage assets including listed buildings, scheduled monuments, a conservation area and a registered park.  The site is also of archaeological interest and there is a need to consider non-designated parkland and historic landscape character.  Elements of the site may be subject to contamination.  Noise and air quality will need to be considered due to proximity to the M54 and A41.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Ensuring future occupiers have appropriate access to services and facilities and employment opportunities.  Ensuring appropriate pedestrian and cycle links and connections to public transport.  Ensuring necessary works to the highway network are undertaken (including achieving appropriate site accesses and improvements to Tern Hill roundabout).  Provision of green infrastructure.  Relevant supporting studies should be undertaken and their recommendations implemented.  Infrastructure capacity assessment to identify key impacts and investment requirements.  See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Formation of a new community focused on a 50ha strategic employment site and supported by a skills hub and a series of residential neighbourhoods.  Provision of local services and facilities.  Infrastructure and a range of on-site facilities would be provided as part of the site.  Significant amount of Open Space.  Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>



Reasoning	<p>In weighing up the site specific considerations, both positive and negative, and giving consideration to the consultation responses on this matter, it is considered there is insufficient justification to progress an exceptional circumstances argument for the release of this land from the Green Belt.</p> <p>Whilst the site's size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other non-Green Belt locations/more appropriate locations to accommodate the proposed contributions to unmet needs forecast to arise within the Black Country. Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
Further Main Modifications Required	No
If proposed for Allocation, Potential Capacity:	N/A
If proposed for Allocation Design Requirements:	N/A

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

\*Green Belt Purposes (where applicable):

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P26 (Amended) V2</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	2%
<i>Percentage of site in Flood Zone 2:</i>	2%
<i>Percentage of site in Flood Zone 1:</i>	98%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	3%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	2%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations (from the GB Assessment/Review):</i>	<p>The Green Belt Assessment undertaken for Shropshire indicates that this site is considered within two Green Belt Parcels (P8 and P25). The assessment indicates that these parcels make no contribution against purposes 1a and 1b; perform weakly against purposes 2; make either no contribution and perform weakly against purpose 4; and perform either moderately or strongly against purpose 3. Within the Green Belt Review undertaken for Shropshire this site is considered within the two parcels and was also considered within opportunity area (J3-1).</p> <p>The review of the relevant parcels indicates that there would be either moderate-high or high harm to the Green Belt resulting from release. Release would lead to significant encroachment on the countryside; could affect the integrity of neighbouring Green Belt land; and would also lead to the creation of a new area inset into the Green Belt.</p> <p>The review of the relevant opportunity area indicates there would be high harm to the Green Belt resulting from release.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The site is adjacent to the A41 immediately north of junction 3 of the M54 and the views of Highways England would need to be sought. This section of the A41 is subject to the national speed limit. The site controls sufficient land to facilitate new and/or improved access points onto the A41 together with appropriate speed limits and pedestrian crossing facilities.</p> <p>The site is adjacent to the A41 which has no pedestrian crossing facilities. An hourly bus service (891) operates along the A41 and Stanmore Lane between Shifnal (Telford) and Albrighton (Wolverhampton) but some parts of these sites would be 3.0km from the existing service route. The site is not linked to Albrighton or Shifnal by a continuous footway or cycle route.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	
<i>Ecology Comments Significant Constraints:</i>	<p>Only reduced amounts of development possible as protection of Environmental Network (two water courses and south eastern tip unlikely to be fully possible in open space provision). Due to the large size of the proposed development area, HRA may be required for recreational impacts, particularly on Cannock Chase - this will need to be checked with NE. HRA may also require bespoke modelling for traffic emissions and water cycle.</p>
<i>Ecology Comments Other Constraints:</i>	<p>EclA required. Surveys for GCN (in ponds on site and within 500m), Dormice, Badgers (known records), Bats (records on site), nesting birds, vascular plants, reptiles, Otters, Water Voles and White-clawed Crayfish (many records along watercourse). Hedges, tree lines and water courses provide valuable ecological networks. Environmental Network crosses the site and lies adjacent to it.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance all hedgerows/tree lines within the site and on boundaries. Retain mature trees in field. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. Wooded corridors along the streams, including Church Pool, are to be retained, protected and buffered. Retain good quality habitat within the south-eastern tip. Maintenance of dark commuting routes, linked to water courses. Protection/mitigation for White-clawed crayfish if any drainage connections to the water courses. Pollution prevention including oil and silt interceptors.
<i>Ecology Comments Opportunities:</i>	Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. Include major footpaths within connections. Provide a network of open space and green corridors connecting with the Env. Network and buffer the wooded banks of the streams to minimise recreational and other impacts.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Very large site that incorporates designated (GII Listed Buildings) and non-designated heritage assets (including those with archaeological interest). Site also in close proximity to the Boundary of the Tong Conservation Area which contains a further cluster of listed buildings (including 1 GI and 1 GII* LB), and site also has some potential to affect the setting of the Grade II* Registered Park and Garden and Conservation Area of Weston Park/Weston-under-Lizard. Substantial number of metal detectorists finds. Development will potentially directly and indirectly impact on the significance of a range of these assets.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of LBs; impacts on non-designated parklands and historic landscape character; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	Well designed development might offer opportunities to improve/ restore the non-designated parkland settings of some LBs. S106 agreements could be used to secure enhancements (including management, access and interpretation) for SMs and other heritage assets.
<i>Tree Comments Significant Constraints:</i>	TPO trees to rear of the Bell Inn / filling station.
<i>Tree Comments Other Constraints:</i>	Corridor of mature woodland runs north / south through site and block of woodland to southern corner. Connectivity to the south interrupted by M54. Numerous trees, groups of trees and hedgerows around and within site. Large water body and areas of mature woodland within south-eastern corner of site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Ensure reasonable development stand-off from woodland. Development stand-offs required from the water and woodland habitats.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Incorporate good trees and tree groups as part of open space within development and plan strategically for a network of connected green infrastructure. Extend woodland cover and create suitable buffer with built development. Look to connect to large block of woodland to the north / west of the site. Seek to expand woodland cover by new planting to extend and link existing woodland where suitable.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible land contamination where land has been previously developed. Noise and air quality concerns where the site adjoins the M54 and A41.
<i>Public Protection Comments Management of Constraints:</i>	Remediation likely to be available for contaminated land. Appropriate assessments will be necessary. Noise mitigation likely to be available. As a first option it is recommended that noise sensitive receptors (residential properties) are provided with sufficient distance from noise sources to avoid issues. Where this is not possible good design and layout including orientation and layout of development, glazing barriers including fencing and bunding, mechanical ventilation. Air quality concerns can be removed by ensuring there is appropriate distance between proposed residential properties and main roads.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	<b>Poor</b>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	<b>Poor</b>
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	<b>Poor</b>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	<b>Poor</b>
<b>Relationship to the Black Country</b>	Located in eastern Shropshire, an area with a functional relationship to the Black Country. Located on the A5 / M54 corridor from Shrewsbury to Wolverhampton and as such benefits from good links onto this corridor and into the Black Country. The site is in proximity of railway stations at Cosford, Albrighton and Shifnal, although all are separated from the site by the M54 corridor (it is noted that there are underpasses that could service such movements) and would likely require some other form of transport to access them (it is noted that the site promoters have proposed a number of mecnahsims to facilitate this, including a shuttle bus).
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	As a large potentially strategic site/settlement, it has capacity to accommodate a significant quantity of housing and employment, sufficient to contribute to the needs of both Shropshire and/or the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>The site is sufficiently large that it could form a strategic settlement.  The site is located on the M54/A5 strategic corridor.  The site has been promoted for a strategic employment site of around 50ha or 75ha.  The opportunity associated with this corridor is recognised within the Economic Growth Strategy for Shropshire and the M54 corridor study.  The M54 corridor benefits from good access to transport infrastructure; its proximity to existing international businesses dominant in growth sectors such as advanced manufacturing and engineering; and proximity to higher education and training institutions including key assets such as RAF Cosford, Wolverhampton University and Harper Adams University.  The sites location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country.  All or part of the site is located within a source protection zone.  The site is located within the Green Belt. The review of the relevant parcels indicates that there would be either moderate-high and/or high harm to the Green Belt resulting from release, dependent on the extent of release - if the total site promoted were released it would result in high harm to the Green Belt.  It is considered that the site controls sufficient land to provide an access onto the A41. There is also a need to consider pedestrian crossing facilities and speed limits. Furthermore, Highways England views will be required on the relationship between the site and Junction 3 of the M54 / the M54 itself.  Services and facilities would need to be provided on the site to create a sustainable community.  The site performs poorly for residential and employment within Stage 2a: Sustainability Appraisal in the context of potential strategic sites/settlements and the contribution to the Black Country. It is acknowledged that this in part relates to the fact that the site promotion includes land which is not proposed for development but to provide wider public benefit, this has informed overarching conclusions. It is also acknowledged that this rating is also in part as a result of the limited access to services and facilities, which could of course be provided on the site, this has also informed overarching conclusions.  HRA will be required due to site size.  Parts of the site are within an environmental network (two watercourses and the southern tip of the site).  The site contains hedgerows, mature trees, wooded corridors, a large water body and blocks of woodland (some of these trees are subject to TPO protection). The site may also contain protected species and priority habitats.  The site contains and/or is in proximity of many designated and non-designated heritage assets including listed buildings, scheduled monuments, a conservation area and a registered park.  The site is also of archaeological interest and there is a need to consider non-designated parkland and historic landscape character.  Elements of the site may be subject to contamination.  Noise and air quality will need to be considered due to proximity to the M54 and A41.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Ensuring appropriate pedestrian and cycle links and connections to public transport.  Ensuring necessary works to the highway network are undertaken (including achieving appropriate site accesses and improvements to Tern Hill roundabout).  Provision of green infrastructure.  Relevant supporting studies should be undertaken and their recommendations implemented.  Infrastructure capacity assessment to identify key impacts and investment requirements.  See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Formation of a 50ha/75ha strategic employment site and supported by a skills hub.  Provision of appropriate supporting local services, facilities and infrastructure.  Significant amount of Open Space.  Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>

Reasoning	<p>In weighing up the site specific considerations, both positive and negative, and giving consideration to the consultation responses on this matter, it is considered there is insufficient justification to progress an exceptional circumstances argument for the release of this land from the Green Belt.</p> <p>Whilst the sites size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other non-Green Belt locations/more appropriate locations to accommodate the proposed contributions to unmet needs forecast to arise within the Black Country.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
Further Main Modifications Required	No
If proposed for Allocation, Potential Capacity:	N/A
If proposed for Allocation Design Requirements:	N/A

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

\*Green Belt Purposes (where applicable):

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P28 and parts of P30 and P40</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	1%
<i>Percentage of site in Flood Zone 1:</i>	99%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	7%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	1%
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations (from the GB Assessment/Review):</i>	<p>Within the Green Belt Assessment undertaken for Shropshire this site is considered within three Green Belt parcels (P28, P30 and P40). The assessment indicates that these parcels make no contribution against purposes 1a and 1b; perform either weakly or moderately against purpose 2 and purpose 3; and make no contribution or perform weakly against purpose 4.</p> <p>Within the Green Belt Review undertaken for Shropshire this site is considered within the same three parcels and the majority is also considered within opportunity area (Co-1b).</p> <p>The review of the relevant parcels indicates that there would be either low or low-moderate harm to the Green Belt resulting from release.</p> <p>The review of the relevant opportunity area indicates that there would be low-moderate harm to the Green Belt resulting from release.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Low and Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Low and Medium High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Low and Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Low and Medium High
<i>Highway Comments - Direct Access to Highway Network?</i>	
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	The sites lie either side of the A41, but primarily to the west. The section of the A41 is subject to a 40mph speed limit and existing development on either side of the A41 is served by a major traffic signal controlled junction. The sites control sufficient land to facilitate new and/or improved access points onto the A41. The sites are immediately south of junction 3 of the M54 and the views of Highways England would need to be sought.
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	If these sites were developed as a strategic settlement it is assumed that additional local services / facilities would be provided within a master plan that gave priority to sustainable modes of transport for local trips to these facilities. These sites already benefits from a convenience store. However, in the initial phases of the development it is likely that other facilities and services from outside the locality will need to be used. In these circumstances the nearest school is over 4.0km from the site in Albrighton to which school transport would be provided. The nearest GP is also in Albrighton and a similar distance away. The site is divided by the A41 which benefits from a controlled pedestrian crossing to cater for pedestrian movements across the A41. An hourly bus service (891) operates along the A41 between Telford and Wolverhampton but some parts of these sites would be 2.0km from the A41. The sites are linked to Albrighton by National Cycle Route 81.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	
<i>Ecology Comments Significant Constraints:</i>	<p>Reduction in no. of houses due to presence of GCNs in ponds on site. Mitigation land will be required. Env Network crosses the site and lies immediately adjacent, particularly in the south and west. need to buffer, protect and enhance the Network may reduce the number of dwellings possible.</p> <p>Due to the large size of the proposed development area, HRA may be required for recreational impacts, particularly on Cannock Chase - this will need to be checked with NE. HRA may also require bespoke modelling for traffic emissions and water cycle.</p>
<i>Ecology Comments Other Constraints:</i>	EclA required. Surveys for GCN (known records for GCN on site and ponds within 500m), Badgers, Bats (presence recorded on site), nesting birds, vascular plants, reptile, otters, water vole, white clawed crayfish (recorded in stream at southern end of site). Partly within and adjacent to Env. Network. Priority habitats are likely to be present on site, particularly grasslands around buildings and runways and possibly on hangers. Full phase 2 botanical survey required to assess presence of priority habitat. General conclusion is based on little or no priority grassland being present.

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance hedgerows/tree lines on boundaries. Retain mature trees on site. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. Reduced numbers of housing as protection of Environmental Network and any priority habitat unlikely to be fully possible in open space provision. Protection of ponds and provision of mitigation land for GCN. Either protection of bat roosts or compensation roosts provided, together with maintenance of dark commuting routes. Protection/mitigation for White-clawed crayfish if any drainage connections to the southern water course.
<i>Ecology Comments Opportunities:</i>	Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. Protect and enhance any priority habitat, particularly species-rich grassland if present. Provide a network of open space and green corridors connecting with the Env. Network and buffer the wooded banks of the stream to the south to minimise recreational and other impacts.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site incorporates the majority of the expansion period airfield of RAF Cosford (HER PRN 08519), including the Grade II listed Fulton Building (NHLE ref. 1407287) and a range of other military buildings which are considered to be non-designated heritage assets.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on LBs and non-designated heritage assets [including their settings]).
<i>Heritage Comments Opportunities:</i>	Good quality, well planned and designed develop could better reveal and enhance the significance of the heritage assets on the site.
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	numerous trees and groups of woodland within developed area north of railway line. Trees within museum site and a linear belt of woodland at extreme south of site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Ensure reasonable development stand-off from woodland.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Incorporate good trees and tree groups as part of open space within development and plan strategically for a network of connected green infrastructure. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees. Extend woodland cover and create suitable buffer with built development.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Contaminated land due to past military land use. Noise from A41 (including a Noise Action Zone found on the boundary of the site) and railway. Possible odour sources close to site. E.g. sewage works to south of the site.
<i>Public Protection Comments Management of Constraints:</i>	Remediation likely to be available for contaminated land. Appropriate assessments will be necessary. Noise mitigation likely to be available. As a first option it is recommended that noise sensitive receptors (residential properties) are provided with sufficient distance from noise sources to avoid issues. Where this is not possible good design and layout including orientation and layout of development, glazing barriers including fencing and bunding, mechanical ventilation. Odour mitigation through separation distances to odour sources.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	<i>Fair</i>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	<i>Fair</i>
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	<i>Fair</i>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	<i>Fair</i>
<b>Relationship to the Black Country</b>	Located in eastern Shropshire, an area with a functional relationship to the Black Country. Located on the A5 / M54 corridor from Shrewsbury to Wolverhampton and as such benefits from good links onto this corridor and into the Black Country. The site contains the Cosford railway station and as such benefits from direct access to it.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst a large site, it is already occupied by the Ministry of Defence and a range of other organisations including the Midland Air Ambulance and RAF Museum Cosford. Remaining land at the site is more limited in scope and directly associated with the future aspirations of the existing occupiers. As such, it is unlikely that this site would be suitable for accommodating all or part of the proposed contributions to the unmet needs of the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>The site is sufficiently large that it could form a strategic site.</p> <p>RAF Cosford is located on the M54/A5 strategic corridor. The opportunity associated with this corridor is recognised within the Economic Growth Strategy for Shropshire and the M54 corridor study.</p> <p>RAF Cosford is a major part of the Defence College of Technical Training (DCTT). It has been identified as being at the centre of the RAF mission to deliver flexible, affordable, modern and effective technical training now and in the future. Cosford Air Museum has also outlined plans to intensify and expand the museum on the site.</p> <p>Whilst the sites location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the range of existing occupiers and land uses and the known aspirations for the site from these occupiers, it is not considered that the site would be suitable for accommodating all or part of the proposed contributions to the unmet needs of the Black Country.</p> <p>It is a predominantly brownfield site.</p> <p>The site is located within a source protection zone, mainly zone 3, however small parts to the west of the site are located within zone 2.</p> <p>The site is located within the Green Belt. The review of the relevant parcels indicates that there would be either low or low-moderate harm to the Green Belt resulting from release. If the entirety of the site was released it would result in low-moderate harm to the Green Belt.</p> <p>Majority of the site is located within the low landscape and visual sensitivity area. Only a small portion of the site is medium landscape and visual sensitivity.</p> <p>Highways England views will be required on the relationship between the site and Junction 3 of the M54 / the M54 itself.</p> <p>Services and facilities are currently available on the site, these would need to be retained and/or enhanced to create a sustainable community.</p> <p>HRA will be required due to the large site size.</p> <p>An environmental network crosses and is immediately adjacent to the site.</p> <p>The site contains hedgerows and mature trees/wooded corridors. It also contains protected species (Great Crested Newts) and may contain priority habitats.</p> <p>The site contains listed buildings and non-designated heritage assets including expansion period airfield and military buildings.</p> <p>The site is likely to contain contaminated land associated with past military uses.</p> <p>Potential noise associated with the A41, railway and airfield.</p> <p>Possible odour sources in proximity to the site e.g. sewage works.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Upgrade of Cosford railway station facilities and parking.</p> <p>Necessary upgrades to highway services.</p> <p>Provision of green infrastructure.</p> <p>Any necessary decontamination of the site undertaken.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Existing sustainable site offering homes, employment and services and facilities. Potential to enhance these offers.</p> <p>Opportunity to upgrade Cosford railway station facilities and parking.</p> <p>Upgrades to highway services.</p> <p>Decontamination.</p> <p>Green infrastructure provision.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Continue to identify the built form of RAF Cosford as a major developed site within the Green Belt. Define the extent of the major developed site within the Green Belt as including part of CFD001, part of P28, part of P30 and part of P40.</p>



Reasoning	<p>This conclusion is responsive to the Interim Findings of the Planning Inspectors within document ID28. Within ID28 the Planning Inspectors concluded that exceptional circumstances do not exist for the release of RAF Cosford from the Green Belt. This was at least in part informed by the fact that this status has not prevented development in a manner consistent with its use as an RAF base or indeed related activities such as training facilities and domestic accommodation.</p> <p>Continued identification of RAF Cosford as a major developed site within the Green Belt will ensure that the sites Green Belt status is considered in a manner consistent with that currently undertaken. The aspirations of the existing sites occupiers that require new development will therefore be facilitated where they are able to demonstrate that very special circumstances exist for such development or occur within the Green Belt. When determining if very special circumstances exist within the extent of the RAF Cosford major developed site, positive consideration will be given to the sites predominantly brownfield nature and any contribution proposals make to the long-term sustainability of the complementary uses of the site.</p>
Further Main Modifications Required	<p>Yes: Draft Policy S21 and its explanation will need to be deleted. Other draft Policies and associated explanations (including SP11 and S1) will need to be amended to reflect the changed proposed status of RAF Cosford from a Strategic Site inset within the Green Belt to a major developed site within the Green Belt.</p>
If proposed for Allocation, Potential Capacity:	N/A
If proposed for Allocation Design Requirements:	N/A

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

\*Green Belt Purposes (where applicable):

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>P28 and parts of CFD001, P30 and P40</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	1%
<i>Percentage of site in Flood Zone 1:</i>	99%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	7%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	1
<i>All or part of the site within a Source Protection Zone:</i>	Yes
<i>Green Belt Considerations (from the GB Assessment/Review):</i>	<p>Within the Green Belt Assessment undertaken for Shropshire this site is considered within three Green Belt parcels (P28, P29, P30 and P40). The assessment indicates that these parcels make no contribution against purposes 1a and 1b; perform either weakly or moderately against purpose 2 and purpose 3; and make no contribution or perform weakly against purpose 4.</p> <p>Within the Green Belt Review undertaken for Shropshire this site is considered within the same four parcels and the much of the site is also considered within opportunity area (Co-1b, please note the area excluded from the opportunity area includes the entirety CFD001).</p> <p>The review of the relevant parcels indicates that there would be either low, low-moderate or moderate-high harm to the Green Belt resulting from release.</p> <p>The review of the relevant opportunity area indicates that there would be low-moderate harm to the Green Belt resulting from release.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Low, Medium and Medium High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Low, Medium and Medium High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Low and Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Low, Medium and Medium High
<i>Highway Comments - Direct Access to Highway Network?</i>	
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	The sites lie either side of the A41, but primarily to the west. The section of the A41 is subject to a 40mph speed limit and existing development on either side of the A41 is served by a major traffic signal controlled junction. The sites control sufficient land to facilitate new and/or improved access points onto the A41. The sites are immediately south of junction 3 of the M54 and the views of Highways England would need to be sought.
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	If these sites were developed as a strategic settlement it is assumed that additional local services / facilities would be provided within a master plan that gave priority to sustainable modes of transport for local trips to these facilities. These sites already benefits from a convenience store. However, in the initial phases of the development it is likely that other facilities and services from outside the locality will need to be used. In these circumstances the nearest school is over 4.0km from the site in Albrighton to which school transport would be provided. The nearest GP is also in Albrighton and a similar distance away. The site is divided by the A41 which benefits from a controlled pedestrian crossing to cater for pedestrian movements across the A41. An hourly bus service (891) operates along the A41 between Telford and Wolverhampton but some parts of these sites would be 2.0km from the A41. The sites are linked to Albrighton by National Cycle Route 81.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	
<i>Ecology Comments Significant Constraints:</i>	<p>Reduction in no. of houses due to presence of GCNs in ponds on site. Mitigation land will be required. Env Network crosses the site and lies immediately adjacent, particularly in the south and west. need to buffer, protect and enhance the Network may reduce the number of dwellings possible.</p> <p>Due to the large size of the proposed development area, HRA may be required for recreational impacts, particularly on Cannock Chase - this will need to be checked with NE. HRA may also require bespoke modelling for traffic emissions and water cycle.</p>
<i>Ecology Comments Other Constraints:</i>	EclA required. Surveys for GCN (known records for GCN on site and ponds within 500m), Badgers, Bats (presence recorded on site), nesting birds, vascular plants, reptile, otters, water vole, white clawed crayfish (recorded in stream at southern end of site). Partly within and adjacent to Env. Network. Priority habitats are likely to be present on site, particularly grasslands around buildings and runways and possibly on hangers. Full phase 2 botanical survey required to assess presence of priority habitat. General conclusion is based on little or no priority grassland being present.

<i>Ecology Comments Management of Constraints:</i>	Protected species mitigation and enhancement. Retain and enhance hedgerows/tree lines on boundaries. Retain mature trees on site. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. Reduced numbers of housing as protection of Environmental Network and any priority habitat unlikely to be fully possible in open space provision. Protection of ponds and provision of mitigation land for GCN. Either protection of bat roosts or compensation roosts provided, together with maintenance of dark commuting routes. Protection/mitigation for White-clawed crayfish if any drainage connections to the southern water course.
<i>Ecology Comments Opportunities:</i>	Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12. Protect and enhance any priority habitat, particularly species-rich grassland if present. Provide a network of open space and green corridors connecting with the Env. Network and buffer the wooded banks of the stream to the south to minimise recreational and other impacts.
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site incorporates the majority of the expansion period airfield of RAF Cosford (HER PRN 08519), including the Grade II listed Fulton Building (NHLE ref. 1407287) and a range of other military buildings which are considered to be non-designated heritage assets.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on LBs and non-designated heritage assets [including their settings]).
<i>Heritage Comments Opportunities:</i>	Good quality, well planned and designed develop could better reveal and enhance the significance of the heritage assets on the site.
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	numerous trees and groups of woodland within developed area north of railway line. Trees within museum site and a linear belt of woodland at extreme south of site.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Ensure reasonable development stand-off from woodland.
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Incorporate good trees and tree groups as part of open space within development and plan strategically for a network of connected green infrastructure. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees. Extend woodland cover and create suitable buffer with built development - particularly alongside the railway line and in connection with the block of mixed woodland to the north west of CFD001.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Contaminated land due to past military land use. Noise from A41 (including a Noise Action Zone found on the boundary of the site) and railway. Possible odour sources close to site. E.g. sewage works to south of the site.
<i>Public Protection Comments Management of Constraints:</i>	Remediation likely to be available for contaminated land. Appropriate assessments will be necessary. Noise mitigation likely to be available. As a first option it is recommended that noise sensitive receptors (residential properties) are provided with sufficient distance from noise sources to avoid issues. Where this is not possible good design and layout including orientation and layout of development, glazing barriers including fencing and bunding, mechanical ventilation. Odour mitigation through separation distances to odour sources.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	<i>Fair</i>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	<i>Fair</i>
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	<i>Fair</i>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	<i>Fair</i>
<b>Relationship to the Black Country</b>	Located in eastern Shropshire, an area with a functional relationship to the Black Country. Located on the A5 / M54 corridor from Shrewsbury to Wolverhampton and as such benefits from good links onto this corridor and into the Black Country. The site contains the Cosford railway station and as such benefits from direct access to it.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	Whilst a large site, it is already occupied by the Ministry of Defence and a range of other organisations including the Midland Air Ambulance and RAF Museum Cosford. Remaining land at the site is more limited in scope and directly associated with the future aspirations of the existing occupiers. As such, it is unlikely that this site would be suitable for accommodating all or part of the proposed contributions to the unmet needs of the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>The site is sufficiently large that it could form a strategic site.</p> <p>This site consists of RAF Cosford and part of an agricultural field located to the north-west of the site, promoted for a new headquarters for the Midlands Air Ambulance Charity (MAAC) one of the current occupiers of the RAF Cosford site.</p> <p>RAF Cosford is located on the M54/A5 strategic corridor. The opportunity associated with this corridor is recognised within the Economic Growth Strategy for Shropshire and the M54 corridor study.</p> <p>RAF Cosford is a major part of the Defence College of Technical Training (DCTT). It has been identified as being at the centre of the RAF mission to deliver flexible, affordable, modern and effective technical training now and in the future. Cosford Air Museum has also outlined plans to intensify and expand the museum on the site. The MAAC require a new headquarters in order to combine two of their existing airbases (one of which is located at RAF Cosford) and integrate supporting and ancillary services.</p> <p>Whilst the sites location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, due to the range of existing occupiers and land uses and the known aspirations for the site from these occupiers, it is not considered that the site would be suitable for accommodating all or part of the proposed contributions to the unmet needs of the Black Country.</p> <p>It is a predominantly brownfield site. The area of the site identified as a potential location for the new MAAC headquarters is a greenfield site.</p> <p>The site is located within a source protection zone, mainly zone 3, however small parts to the west of the site are located within zone 2.</p> <p>The site is located within the Green Belt.</p> <p>The review of the relevant parcels indicates that the release of the existing RAF Cosford site would have either low or low-moderate harm to the Green Belt. If the entirety of the existing RAF Cosford site was released it would result in low-moderate harm to the Green Belt.</p> <p>The review of the relevant parcels indicates that the release of the MAAC element of the site would have moderate-high harm to the Green Belt.</p> <p>The majority of existing RAF Cosford Site (including the entirety of the existing site proposed for release from the Green Belt as part of the RAF Cosford Strategic Site) has low landscape and visual sensitivity to housing and employment development. The MAAC element of the RAF Cosford Strategic Site has medium-high landscape sensitivity to housing and employment and medium visual sensitivity to housing and employment.</p> <p>Highways England views will be required on the relationship between the site and Junction 3 of the M54 / the M54 itself.</p> <p>Services and facilities are currently available on the site, these would need to be retained and/or enhanced to create a sustainable community.</p> <p>HRA will be required due to the large site size.</p> <p>An environmental network crosses and is immediately adjacent to the site.</p> <p>The site contains hedgerows and mature trees/wooded corridors. It also contains protected species (Great Crested Newts) and may contain priority habitats.</p> <p>The site contains listed buildings and non-designated heritage assets including expansion period airfield and military buildings.</p> <p>The site is likely to contain contaminated land associated with past military uses.</p> <p>The site is likely to be impacted in parts by security requirements.</p> <p>Potential noise associated with the A41, railway and airfield.</p> <p>Possible odour sources in proximity to the site e.g. sewage works.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Upgrade of Cosford railway station facilities and parking.</p> <p>Necessary upgrades to highway services.</p> <p>Provision of green infrastructure.</p> <p>Any necessary decontamination of the site undertaken.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Existing sustainable site offering homes, employment and services and facilities. Potential to enhance these offers.</p> <p>Opportunity to upgrade Cosford railway station facilities and parking.</p> <p>Upgrades to highway services.</p> <p>Decontamination.</p> <p>Green infrastructure provision.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Continue to identify the built form of RAF Cosford as a major developed site within the Green Belt. Define the extent of the major developed site within the Green Belt as including part of CFD001, part of P28, part of P30 and part of P40.</p>

Reasoning	<p>This conclusion is responsive to the Interim Findings of the Planning Inspectors within document ID28. Within ID28 the Planning Inspectors concluded that exceptional circumstances do not exist for the release of RAF Cosford from the Green Belt. This was at least in part informed by the fact that this status has not prevented development in a manner consistent with its use as an RAF base or indeed related activities such as training facilities and domestic accommodation.</p> <p>Continued identification of RAF Cosford as a major developed site within the Green Belt will ensure that the sites Green Belt status is considered in a manner consistent with that currently undertaken. The aspirations of the existing sites occupiers that require new development will therefore be facilitated where they are able to demonstrate that very special circumstances exist for such development or occur within the Green Belt. When determining if very special circumstances exist within the extent of the RAF Cosford major developed site, positive consideration will be given to the sites predominantly brownfield nature and any contribution proposals make to the long-term sustainability of the complementary uses of the site.</p>
Further Main Modifications Required	<p>Yes: Draft Policy S21 and its explanation will need to be deleted. Other draft Policies and associated explanations (including SP11 and S1) will need to be amended to reflect the changed proposed status of RAF Cosford from a Strategic Site inset within the Green Belt to a major developed site within the Green Belt.</p>
If proposed for Allocation, Potential Capacity:	N/A
If proposed for Allocation Design Requirements:	N/A

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

\*Green Belt Purposes (where applicable):

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>IRN001</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	12%
<i>Percentage of site in Flood Zone 2:</i>	16%
<i>Percentage of site in Flood Zone 1:</i>	84%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	3%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	8%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	12%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	3%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt Considerations (from the GB Assessment/Review):</i>	The site is not located within the Green Belt.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Low, Medium and Medium-High
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Low, Medium and Medium-High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Low, Medium-Low and Medium-High
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Low, Medium and High
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The site has two existing highway access points. A simple priority junctions onto the A4169 Wenlock Road and a simple priority junction with acceleration and deceleration lanes onto the Buildwas Road. These junction may need to be upgraded to Ghost Island right turn and/or roundabout junctions. The site appears to include land that would enable these improvements to be delivered if needed. The site also has frontage onto the A4169 south of the existing junction opposite Hill view Farm.</p> <p>If developed as a strategic site it is assumed that local services / facilities would be provided within a master plan that gave priority to sustainable modes of transport for local trips to these facilities.</p> <p>However, in the initial phases of the development it is likely that facilities and services from outside the locality will need to be used. In these circumstances the nearest schools is in Buildwas less than 2km from the centre of the site and are linked by a continuous footway. The nearest convenience store and GP is in Coalbrookdale are approximately 1.7km from the centre of the site and are linked by a continuous footway.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	
<i>Ecology Comments Significant Constraints:</i>	<p>Buildwas Sand Quarry SSSI and Local Geological Site is partly on the site.</p> <p>Adjacent to Tick Wood and Benthall Edge SSSI and Ancient Woodland.</p> <p>Adjacent to River Severn Local Wildlife Site.</p> <p>Protection of these sites and priority habitats will reduce the developable area available.</p> <p>May trigger Natural England's SSSI IRZ.</p>
<i>Ecology Comments Other Constraints:</i>	<p>This site supports a large population of GCNs, a number of bat roosts and priority habitats. There are a number of Env. Network corridors on the site.</p> <p>Requires botanical survey, Kecia and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, otters, water voles, white-clawed crayfish and nesting birds.</p> <p>PROWs cross the site.</p>

<i>Ecology Comments Management of Constraints:</i>	Priority habitats must not be developed. Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Habitats could potentially be restored as priority habitat .
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site adjacent to boundary, and within settings, of Ironbridge Gorge World Heritage Site (NHLE ref. 1000090) and The Gorge Conservation Area. Also has potential to affect settings of the Scheduled Monument of Buildwas Abbey (NHLE ref. 1015813) and possibly also a range of listed buildings within the wider vicinity of the site. Grade II listed Albert Edward railway bridge (NHLE ref. 1054151) on site boundary, Buildings and structures associated with the Ironbridge A interwar power station (HER PRN 06710) will be retained on site.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of designated heritage assets including WHS; Level 2 recording of historic buildings recording of retained structures from Ironbridge A). Site master planning with high quality design approach that addresses sites relationship with designated heritage assets around it necessary. Redevelopment should also adaptively reuse retained structures from Ironbridge A.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	abuts ancient woodland to south
<i>Tree Comments Other Constraints:</i>	numerous belts of trees and areas of woodland within site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees. Development stand-off from woodland around the site
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover policy to enhance tree cover in association with future development. Incorporate internal trees and woodland in open space and plant to connect to / expand adjoining wooded areas.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Con land noise.
<i>Public Protection Comments Management of Constraints:</i>	Remediation available.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	<b>Poor</b>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	<b>Poor</b>
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	<b>Poor</b>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	<b>Poor</b>
<b>Relationship to the Black Country</b>	Located in eastern Shropshire, an area with a functional relationship to the Black Country. The site is located on the A4169 which links to the A5 / M54 corridor and the A458 corridor. However, the site is some distance from these corridors. Nearest railway stations providing direct links to the Black Country is at Telford and Wellington and would likely require some other form of transport to access them (it is noted that the site contains a former railway station and active investigations are ongoing regarding establishing a passenger service).
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	As a large potentially strategic site/settlement, it has capacity to accommodate a significant quantity of housing and employment, sufficient to contribute to the needs of both Shropshire and/or the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>The site consists of the Former Ironbridge Power Station site and greenfield land located to the west of the Power Station. Ironbridge Power Station closed in 2017. The site contains a large area of brownfield land, some of which is heavily contaminated. It is understood that the former quarry located to the east of the site is no longer promoted as part of the site.</p> <p>Outline Planning Permission has been granted for the formation of a new strategic settlement on the site. Reserved Matters Applications for first phases have subsequently been received.</p> <p>The Former Ironbridge Power Station is located in close proximity to the village of Buildwas.</p> <p>The Economic Growth Strategy for Shropshire identifies the opportunity to "capitalise on opportunities arising from the redevelopment of the former Ironbridge Power Station".</p> <p>The site is sufficiently large that it could form a strategic settlement.</p> <p>Whilst the site does not directly adjoin the A5 / M54 or A458 strategic corridors it is connected to them by an A road (A4169). There is also an opportunity to provide railway links to Telford, which would allow onward connections to the Black Country and even without this Telford station is accessible via A roads. As such, given the sites location (proximity to the Black Country) and connectivity it could be an appropriate location to meet cross-boundary needs arising in the Black Country.</p> <p>Elements of the site are located within flood zones 2 and/or 3 and within the 1,000 year surface flood risk zone. Some of the site is also located within an area identified on the EA Historic Flood Map.</p> <p>Part of the site is located within an area of high visual sensitivity for employment uses.</p> <p>Existing access points may need to be upgraded to Ghost Island right turn and/or roundabout junctions. It is considered that the site includes sufficient land to achieve this.</p> <p>Services and facilities would need to be provided on the site to create a sustainable community.</p> <p>The site performs poorly for residential and employment both within the context of a potential strategic site/settlement and the Black Country Contribution, within Stage 2a of the Sustainability Appraisal.</p> <p>The site contains a SSSI and RIG. It contains also numerous belts of trees and areas of woodland and is in proximity of a SSSI, ancient woodland and a Local Wildlife Site.</p> <p>There are a number of environmental network corridors on the site. The site also contains priority habitats and species (including Great Crested Newts and bat roosts).</p> <p>The site) particularly the greenfield element) is in proximity of the Shropshire Hills AONB.</p> <p>The site contains listed buildings and other buildings considered non-designated heritage assets.</p> <p>The site is within the setting of the Ironbridge Gorge World Heritage Site and the Gorge Conservation Area. It is also in proximity of a scheduled monument and listed buildings.</p> <p>The site contains contaminated land.</p> <p>The retained National Grid and Western Power Distribution substations.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Ensuring future occupiers have appropriate access to services and facilities and employment opportunities.</p> <p>Provision of a new nursery, primary school and community facilities/buildings.</p> <p>Need to retain the National Grid and Western Power Distribution substations and utilities infrastructure over and under the site.</p> <p>Necessary decontamination of the site undertaken.</p> <p>Necessary works to the highway network undertaken.</p> <p>Provision of green infrastructure.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Opportunity to provide a railway station and re-use the existing rail link from the site.</p> <p>Opportunity to provide enhancements to the leisure offer and support the visitor economy (including linking to uses on the River).</p> <p>Provision of a park and ride facility.</p> <p>Provision of new medical facilities.</p> <p>Decontamination.</p> <p>Green infrastructure provision.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>Yes</p>
<p><b>Recommendation</b></p>	<p>Majority of the Site is allocated as a new Strategic Settlement.</p> <p>Site to meet needs arising in Shropshire and provide 600 dwellings as part of the proposed contribution to the unmet housing need forecast to arise within the Black Country.</p>



Reasoning	<p>Much of the site is vacant and brownfield land. Extensive areas of this brownfield land is also subject to contamination. The Economic Growth Strategy for Shropshire and the current Local Plan (Core Strategy) identified the opportunity to capitalise on the significant strategic opportunity arising from the redevelopment of the Former Ironbridge Power Station site.</p> <p>Whilst the site does not directly adjoin the A5 / M54 or A458 strategic corridors it is connected to them by an A road (A4169). There is also an opportunity to provide railway links to Telford, which would allow onward connections to the Black Country and even without this Telford station is accessible via A roads. As such, given the sites location (proximity to the Black Country), connectivity, scale and status it would be an appropriate location to meet a component of the cross-boundary needs arising in the Black Country.</p> <p>Development of the site would be considered to constitute sustainable development, informed by careful consideration of identified opportunities and constraints (including the fact that it is not located within the Green Belt).</p> <p>Outline Planning Permission has been granted for the formation of a new strategic settlement on the site. Reserved Matters Applications for first phases have subsequently been received. The mixed-use redevelopment of the Former Ironbridge Power Station site presents an opportunity to support the local economy, create jobs, provide housing to meet needs arising in Shropshire and accommodate 600 houses as part of the proposed contribution to the unmet housing need forecast to be arise within the Black Country. It also provides the opportunity to sympathetically remediate the site and as such represents a sustainable option for its future use.</p> <p>It is therefore considered appropriate to identify the Former Ironbridge Power Station site (apart from the former quarry area which it is understood no longer forms part of the site and will creaste a buffer to Buildwas Abbey) as a strategic settlement, the redevelopment of which will contribute to meeting the development needs of Shropshire and accommodate 600 dwellings of the proposed contribution to the unmet housing need forecast to arise within the Black Country.</p> <p>Accommodating part of the proposed contribution to the Black Country on this site will contribute to the achievement of the wider spatial strategy for Shropshire.</p>
Further Main Modifications Required	<p style="text-align: center;">Yes:</p> <p>Draft Policies SP2 and S20 to be amended to reflect the fact that 600 of the dwellings proposed on the site form part of the proposed contribution towards the unmet housing needs forecast to arise within the Black Country.</p>
If proposed for Allocation, Potential Capacity:	<p>Formation of a new settlement through a comprehensive mixed-use redevelopment of the site to provide a range of local services and facilities, around 1,000 dwellings, around 6ha of employment land and extensive green infrastructure. Of these 1,000 dwellings, 600 dwellings form part of the proposed contribution towards the unmet housing needs forecast to arise within the Black Country.</p>
If proposed for Allocation Design Requirements:	<p>a. The quantity, quality, design, mix and layout of housing provided on the site will be informed by site constraints and opportunities, identified local needs and relevant policies of this Local Plan.</p> <p>b. Employment provision will represent an intrinsic element of the site’s redevelopment, occurring alongside the provision of housing. Employment provision will be of an appropriate quantity and quality to contribute towards the objectives of the Shropshire Economic Growth Strategy.</p> <p>c. The village centre will comprise of an appropriate range of commercial uses to serve the new settlements community. As the local centre will ensure future occupiers of the site benefit from access to local facilities, its timely provision is an important consideration and will be directly linked to provision of housing on the site.</p> <p>d. Green infrastructure provision will be of an appropriate quantity and quality. Its location will protect and enhance key green infrastructure corridors and networks on and around the site and existing areas of public open space. Existing playing fields should be retained.</p> <p>e. Appropriate community facilities and buildings will be provided on the site, such as a community hall, art gallery and heritage centre. 2ha of land will be provided for a primary school to serve the needs of the new community on the site. If required by the relevant CCGs, a medical centre will also be provided on the site. These facilities and buildings will tap-into the heritage of the site.</p> <p>f. A suitable number of appropriately designed and constructed pedestrian, cycle and vehicular access/egress points will be provided. If current access/egress points to the site are retained, they may need to be upgraded to ghost island right turn and/or roundabout junctions, as determined through appropriate modelling and engagement.</p> <p>g. Appropriate pedestrian and cycle links will be provided to and through the site, particularly to the proposed nursery, primary school and village centre.</p> <p>h. Site design and layout will be high-quality, reflecting and respecting the sites proximity to the Shropshire Hills Area of Outstanding Natural Beauty and minimising landscape and visual impact. This is particularly important to the development of the greenfield elements of the site.</p> <p>i. The high-quality design and layout of the site will also reflect and respect the sites heritage, heritage assets on the site and its relationship with heritage assets within the wider area, including the Ironbridge Gorge World Heritage site, Buildwas Abbey Scheduled Monument, the Severn Gorge Conservation Area and Listed Buildings.</p> <p>j. The Grade II listed Albert Edward railway bridge on the sites boundary and buildings and structures associated with the Ironbridge A interwar power station will be sympathetically retained, enhanced/maintained and adaptively reused.</p> <p>k. Natural environment assets on and in proximity of the site, including Buildwas Sand Quarry Site of Special Scientific Interest (SSSI), Local Wildlife Site and Local Geological Site, Buildwas River Section SSSI, Tick Wood and Benthall Edge SSSI, three areas of ancient woodland, other Local Wildlife Sites and any priority habitats will be retained and appropriately buffered. A sustainable juxtaposition will be created between built form and trees.</p> <p>l. Acoustic design, layout and appropriate building materials (including where necessary appropriate glazing, ventilation and acoustic barriers) will be used to appropriately manage noise associated with retained National Grid and Western Power Distribution substations and equipment and nearby roads.</p> <p>m. A sustainable juxtaposition will be created between built form and trees. Where possible trees and woodland should be incorporated into areas of open space and planting should occur to connect to / expand adjoining wooded areas.</p> <p>n. The site supports a large population of Great Crested Newts; bat roosts and is likely home to other protected species. Appropriate assessment and provision on the site will be required for these species.</p> <p>o. Any contaminated land on the site will be appropriately managed.</p> <p>p. Mineral extraction opportunities associated with the site will be investigated and where appropriate extraction works undertaken.</p> <p>q. The site will incorporate appropriate sustainable drainage, informed by a sustainable drainage strategy. Any residual surface water flood risk will be managed by excluding development from the affected areas of the site, which will form part of the Green Infrastructure network. Development will also be excluded from the small portions of the site located in Flood Zones 2 and/or 3. Flood and water management measures must not displace water elsewhere.</p>

\*Green Belt Purposes (where applicable):

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>Madeley</b>
Coal Authority Reference Area?	No
Mineral Safeguarding Area?	No
Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:	Yes
Percentage of site in Flood Zone 3:	0%
Percentage of site in Flood Zone 2:	0%
Percentage of site in Flood Zone 1:	100%
Percentage of the site in the 30 year surface flood risk zone:	1%
Percentage of the site in the 100 year surface flood risk zone:	1%
Percentage of the site in the 1,000 year surface flood risk zone:	3%
Percentage of the site identified on the EA Historic Flood Map:	0%
Percentage of the site within 20m of an historic flood event:	0%
Percentage of the site within 20m of a detailed river network:	0%
All or part of the site within a Source Protection Zone:	No
<b>Green Belt Considerations (from the GB Assessment/Review):</b>	The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel (P23) which perform strongly against purposes 1a and 1b; performs no contribution against purpose 2; and performs moderately against purposes 3 and 4. The site/parcel was not assessed within the Green Belt Review undertaken for Shropshire.
<b>Landscape Considerations (Residential) (from the LVSS):</b>	Not Assessed
<b>Landscape Considerations (Employment) (from the LVSS):</b>	Not Assessed
<b>Visual Impact Considerations (Residential) (from the LVSS):</b>	Not Assessed
<b>Visual Impact Considerations (Employment) (from the LVSS):</b>	Not Assessed
<b>Highway Comments - Direct Access to Highway Network?</b>	Y
<b>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</b>	Direct access onto A442.
<b>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</b>	Direct access on to A442, however consultation would be required with neighbouring Highway authority, Telford and Wrekin.
<b>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</b>	Y
<b>Highway Comments - Could the Development Occur Without Off-Site Works?</b>	N
<b>Highway Comments - Are Envisaged Off-Site Works Achievable?</b>	Mitigation works are likely to be required, depending on the scale of development. Consideration should also be given to the sustainability of the site and connectivity with adjacent settlements.
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	
<b>Ecology Comments Significant Constraints:</b>	The woodland (and ponds) should be retained and appropriately buffered. A buffer of at least 50m will be required for any ponds that contain GCNs, reducing the developable area available.
<b>Ecology Comments Other Constraints:</b>	EclA and botanical survey required and surveys for badgers, bats, nesting birds, GCNs and reptiles

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancements. Protect, enhance and restore Env. Network in accordance with CS17 and MD12.
<i>Ecology Comments Opportunities:</i>	Enhance Env. Network
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Site includes historic farmstead of Sutton Hill (HER PRN 26358). No known archaeological interest but large size suggests it may have archaeological potential.
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on Sutton Hill, including the setting of the farmhouse; archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	
<i>Tree Comments Other Constraints:</i>	Patchy network of hedgerows and field trees within site. Block of mature plantation to northern boundary that connects to T&WC woodland extending northwards.
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arboricultural Impact Assessment, Tree Protection Plan & Arboricultural Method Statement
<i>Tree Comments Opportunities:</i>	Use 20% canopy cover approach to enhance tree cover in association with future development. Incorporate good trees as part of open space within development and plan strategically for a network of connected green infrastructure. Extend woodland cover and create suitable buffer with built development. Look to connect to large block of woodland to the north of the site.
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	A442 Road noise.
<i>Public Protection Comments Management of Constraints:</i>	Noise assessment and ProPG design.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	<b>Good</b>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	<b>Fair</b>
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	<b>Good</b>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	<b>Fair</b>
<b>Relationship to the Black Country</b>	Located in eastern Shropshire, an area with a functional relationship to the Black Country. The site is located on the A442 which links to the A5 / M54 corridor and the A458 / A454 corridors. However, the site is some distance from these corridors. Nearest railway station providing direct links to the Black country is at Telford and would likely require some other form of transport to access them.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	As a large potentially strategic site/settlement, it has capacity to accommodate a significant quantity of housing and employment, sufficient to contribute to the needs of both Shropshire and/or the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>The site lies adjacent to the built form of Telford.</p> <p>The site is sufficiently large that it could form a strategic site.</p> <p>Whilst the site does not directly adjoin the A5 / M54, A458 or A454 strategic corridors it is connected to them by an A road (A442). Telford railway station is also accessible via A roads. As such, given the sites location (proximity to the Black Country) and connectivity it could be an appropriate location to meet cross-boundary needs arising in the Black Country.</p> <p>The site is located within the Green Belt and performs an important role against purpose 1, checking the unrestricted sprawl of large built-up areas.</p> <p>Site includes the historic farmstead of Sutton Hill and may have archaeological potential.</p> <p>Development of the site would likely require off-site highway works/mitigation, depending on the scale of development.</p> <p>The site contains woodland and ponds. The site may also contains priority habitats and/or protected species.</p> <p>The site contains a patchy network of hedgerows and field trees. The block of mature plantation to the sites northern boundary connects to woodland extending northwards.</p> <p>Noise associated with the A442 requires due consideration and mitigation.</p> <p>Consideration should also be given to the sustainability of the site and connectivity with adjacent settlements.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Necessary improvements to the highway network.</p> <p>Provision of green infrastructure.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>

Reasoning	<p>Whilst the sites size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other non-Green Belt locations/more appropriate locations to accommodate the proposed contributions to unmet needs forecast to arise within the Black Country.</p> <p>The site lies adjacent to the built form of Telford.</p> <p>The site is located within the Green Belt and performs an important role against purpose 1, checking the unrestricted sprawl of large built-up areas. As such it is considered important to retention the site within the Green Belt.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
Further Main Modifications Required	No
If proposed for Allocation, Potential Capacity:	N/A
If proposed for Allocation Design Requirements:	N/A

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

\*Green Belt Purposes (where applicable):

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>SHF024</b>
<i>Coal Authority Reference Area?</i>	Yes
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	2%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	6%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	4%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt Considerations (from the GB Assessment/Review):</i>	<p>The Green Belt Assessment undertaken for Shropshire indicates that this site is located within a Green Belt parcel which perform strongly against purposes 1a and 2; perform moderately against purposes 1b and 3; and perform weakly against purpose 4. The Green Belt Review undertaken for Shropshire indicates that this Green Belt parcel, if released for development would have a high level of harm to the Green Belt.</p> <p>The Green Belt Review also considers this parcel within opportunity area (J4-1). The review of the relevant opportunity area indicates that there would be high harm to the Green Belt resulting from release.</p>
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Medium
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Medium
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Medium-High
<i>Highway Comments - Direct Access to Highway Network?</i>	Y
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	A464 & Priorslee Road
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	Y
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	Preferred access option would be to replace the existing service area roundabout on Priorslee road with a new roundabout junction that also served SHF024.
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	Y
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	N/A
<i>Ecology Comments Significant Constraints:</i>	HRA may be required for any employment use that generates airborne pollution or road traffic including HGVs. Detailed emissions modelling would be required due to proximity of designated wildlife sites. See LPR HRA.
<i>Ecology Comments Other Constraints:</i>	<p>There is a patch of priority habitat woodland on the site that is TPO'd and within the Env. Network. This area should be retained and appropriately buffered. The eastern and southern boundaries form Env. Network corridors. There is a pond within the woodland and many others within 500m</p> <p>Requires an Kecia and surveys for bats, GCN (ponds within 500m), badgers and nesting birds.</p>

<i>Ecology Comments Management of Constraints:</i>	Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines and protect adjacent priority habitats. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	No known archaeological interest but site is of a large size, so may have some archaeological potential
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (archaeological DBA + field evaluation).
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	block of mature TPO woodland to centre western side of site
<i>Tree Comments Other Constraints:</i>	hedgerows within and around site
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement
<i>Tree Comments Opportunities:</i>	utilise and perhaps extend blocks of existing woodland to screen development and provide useable amenity space for employees. Create 15m development stand-off with the existing and any future woodland
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Landfill within 250 to the east.
<i>Public Protection Comments Management of Constraints:</i>	Contaminated land remediation likely to be available.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	<b>Poor</b>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	<b>Poor</b>
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	<b>Fair</b>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	<b>Fair</b>
<b>Relationship to the Black Country</b>	Located in eastern Shropshire, an area with a functional relationship to the Black Country. Located on the A5 / M54 corridor from Shrewsbury to Wolverhampton and as such benefits from good links onto this corridor and into the Black Country. The site is in proximity of railway station at Telford.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	As a large potentially strategic site/settlement, it has capacity to accommodate a significant quantity of housing and employment, sufficient to contribute to the needs of both Shropshire and/or the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>The site lies adjacent to the built form of Telford.  The site is sufficiently large that it could form a strategic site.  The site is located within the Green Belt and forms an important component of the gap between the settlements of Telford and Shifnal. The review of the relevant parcels indicates that there would be high harm to the Green Belt resulting from release of this site.  The site is located on the M54/A5 strategic corridor. The opportunity associated with this corridor is recognised within the Economic Growth Strategy for Shropshire and the M54 corridor study. Telford railway station is also in close proximity. As such, given the sites location (proximity to the Black Country) and connectivity it could be an appropriate location to meet cross-boundary needs arising in the Black Country.  A HRA may be required for employment uses that generate airborne pollution or road traffic.  The site contains a pond, hedgerows and woodland (identified priority habitat which is also subject to TPO protection). The site also contains areas within an environmental network.  The site may be of archaeological interest.  The site may contain contaminated land.  The site performs poor for housing within the context of a potential strategic site/settlement and the Black Country Contribution, within Stage 2a Sustainability Appraisal. However, it performs fair for employment in the context of a potential strategic site/settlement and the Black Country Contribution</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Necessary improvements to the highway network.  Provision of green infrastructure.  Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Relevant supporting studies should be undertaken and their recommendations implemented.  See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>No</p>
<p><b>Recommendation</b></p>	<p>Retain as Green Belt</p>



Reasoning	<p>Whilst the sites size and location (proximity and connectivity to the Black Country) could mean that it is an appropriate location to meet cross-boundary needs arising in the Black Country, it is considered that there are other non-Green Belt locations/more appropriate locations to accommodate the proposed contributions to unmet needs forecast to arise within the Black Country.</p> <p>The site is located within the Green Belt and forms an important component of the gap between the settlements of Telford and Shifnal. As such it is considered that the retention of this site within the Green Belt is important to avoid the actual or perceived coalescence of these two settlements.</p> <p>Development of the alternative sites identified to accommodate the proposed contributions to the unmet needs forecast to arise within the Black Country is considered to constitute sustainable development and accommodating parts of these proposed contributions on them would contribute to the achievement of the wider spatial strategy for Shropshire.</p> <p>The site is therefore not proposed for inclusion within the draft Shropshire Local Plan.</p>
Further Main Modifications Required	No
If proposed for Allocation, Potential Capacity:	N/A
If proposed for Allocation Design Requirements:	N/A

Purpose 1 (checking the unrestricted sprawl of large built up areas - only applies to parcels adjacent to large built up areas);  
 Purpose 2 (merging of neighbouring towns);  
 Purpose 3 (safeguarding countryside from encroachment);  
 Purpose 4 (preserving setting/character of historic towns); and  
 Purpose 5 (assisting urban regeneration by encouraging re-use of brownfield land - applies consistently across all parcels).

\*Green Belt Purposes (where applicable):

<b>Site Assessment - Stage 3 Updated</b>	
<b>Site Reference:</b>	<b>BNT002</b>
<i>Coal Authority Reference Area?</i>	No
<i>Mineral Safeguarding Area?</i>	Yes
<i>Wholly or Partly Grade 1, 2 and/or 3 Agricultural Land Quality:</i>	Yes
<i>Percentage of site in Flood Zone 3:</i>	0%
<i>Percentage of site in Flood Zone 2:</i>	0%
<i>Percentage of site in Flood Zone 1:</i>	100%
<i>Percentage of the site in the 30 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 100 year surface flood risk zone:</i>	1%
<i>Percentage of the site in the 1,000 year surface flood risk zone:</i>	2%
<i>Percentage of the site identified on the EA Historic Flood Map:</i>	0%
<i>Percentage of the site within 20m of an historic flood event:</i>	0%
<i>Percentage of the site within 20m of a detailed river network:</i>	0%
<i>All or part of the site within a Source Protection Zone:</i>	No
<i>Green Belt Considerations (from the GB Assessment/Review):</i>	The site is not located within the Green Belt.
<i>Landscape Considerations (Residential) (from the LVSS):</i>	Low
<i>Landscape Considerations (Employment) (from the LVSS):</i>	Low
<i>Visual Impact Considerations (Residential) (from the LVSS):</i>	Low
<i>Visual Impact Considerations (Employment) (from the LVSS):</i>	Low
<i>Highway Comments - Direct Access to Highway Network?</i>	<p>The site is divided into two parts one to the northeast of the A41 and one to the southwest. The section of A41 between the two parts is subject to a 40mph. The sites controls sufficient land to facilitate new and/or improved access points onto the A41.</p> <p>If developed as a strategic site it is assumed that additional local services / facilities would be provided within a master plan that gave priority to sustainable modes of transport for local trips to these facilities.</p> <p>However, in the initial phases of the development it is likely that other facilities and services from outside the locality will need to be used. In these circumstances the nearest convenience store is approximately 1.5km from the site at Tern Hill Roundabout and is linked by a continuous footway. The nearest GP is in Hodnet or Market Drayton over 5km away. Two existing uncontrolled refuge crossings cater for pedestrian movements across the A41. The site already benefits from an hourly bus service (64) to Shrewsbury and Market Drayton via the A53. There is a more direct road link to Market Drayton but this is private road with no continuous PRoW access.</p>
<i>Highway Comments - If No Direct Access, Can One Reasonably Be Achieved? And How?</i>	
<i>Highway Comments - Existing Highway Suitable for Traffic Associated with the Development at the Access Point?</i>	
<i>Highway Comments - If Existing Highway at Access Point is Not Suitable, Can It Reasonably be Made So?</i>	
<i>Highway Comments - Could the Development Occur Without Off-Site Works?</i>	
<i>Highway Comments - Are Envisaged Off-Site Works Achievable?</i>	
<b>Highways Accessibility Rating (Out Of 24) (Based on Primary School, GP Surgery, Convenience Store &amp; Public Transport Service):</b>	
<i>Ecology Comments Significant Constraints:</i>	<p>There is a patch of Ancient Woodland on the site.</p> <p>Adjacent to River Tern and RAF Tern Hill Local Wildlife Sites.</p> <p>Protection of these sites and priority habitats will reduce the developable area available.</p>
<i>Ecology Comments Other Constraints:</i>	<p>There are Env. Network core areas on and adjacent to the site and corridors on the site. There may be priority habitats on the site - if so, these areas must not be developed.</p> <p>Requires botanical survey, Kacia and surveys for bats, GCNs (ponds within 500m), badgers, reptiles, otters, water voles, white-clawed crayfish and nesting birds.</p>

<i>Ecology Comments Management of Constraints:</i>	Priority habitats must not be developed. Protected and priority species and habitats mitigation and enhancement, retain and enhance mature trees/hedgerows/tree lines. Protect, enhance and restore Env. Network in accordance with CS17 Environmental Networks and MD12.
<i>Ecology Comments Opportunities:</i>	Habitats could potentially be restored as priority habitat .
<i>Heritage Comments Significant Constraints:</i>	
<i>Heritage Comments Other Constraints:</i>	Possible impact on setting of Scheduled Monument of Ringwork and bailey castle 390m west of Buntingsdale Hall (NHLE Ref. 1019659) and Grade II* listed Buttingsdale Hall (NHLE ref. 1293695). Site includes The site of the former RAF Ternhill now Clive Barracks (HER PRN 29121).
<i>Heritage Comments Management of Constraints:</i>	Heritage Assessment required with application (impact on settings of SM and LBs; Level 2 recording of historic buildings recording of WWII and pre-1960s military buildings). Site master planning with high quality design approach that addresses sites relationship with designated heritage assets around it necessary. Site should also seek to adaptively reuse any significant 20th century military buildings identified where possible.
<i>Heritage Comments Opportunities:</i>	
<i>Tree Comments Significant Constraints:</i>	The former barracks are set in well tree'd landscaped grounds with linear groups along access roads scattered individual trees and 2 significant woodland copses - one central west and one far NE of site
<i>Tree Comments Other Constraints:</i>	
<i>Tree Comments Management of Constraints:</i>	Standard BS5837 tree survey / constraints analysis. Arb Impact Assessment, Tree Protection Plan & Arb Method Statement. Particular attention to size, number and location of dwellings in order to create sustainable juxtaposition of houses and trees
<i>Tree Comments Opportunities:</i>	Development density and layout needs to be low so that it is sustainably integrated into and compliments existing natural environment features and mature trees and woodlands retained
<i>Public Protection Comments Significant Constraints:</i>	
<i>Public Protection Comments Other Constraints:</i>	Possible con land and noise from sources on site and road running through middle.
<i>Public Protection Comments Management of Constraints:</i>	Remediation available. Noise mitigation possible. Need to look at on a detailed basis once plans come in but possible to have residential.
<i>Public Protection Comments Opportunities:</i>	
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Residential):</b>	<b>Fair</b>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Residential):</b>	<b>Poor</b>
<b>Settlement Conclusion - Stage 2a Sustainability Appraisal Site Assessment (Employment):</b>	<b>Fair</b>
<b>Black Country Conclusion - Stage 2a Sustainability Appraisal (Employment):</b>	<b>Fair</b>
<b>Relationship to the Black Country</b>	This site is located in north Shropshire and as such it has a limited relationship to the Black Country.
<b>Potential to Accommodate Housing As Part Of Proposed Contribution to Black Country</b>	As a large potentially strategic site/settlement, it has capacity to accommodate a significant quantity of housing and employment, sufficient to contribute to the needs of both Shropshire and/or the Black Country.

<p><b>Strategic Considerations:</b></p>	<p>The Ministry of Defence (MOD) have announced plans to relocate the regiment based at Clive Barracks, Tern Hill and dispose of the Barracks for redevelopment. The site contains a large area of brownfield land, some of which is contaminated.</p> <p>The Economic Growth Strategy for Shropshire identifies the opportunity associated with Clive Barracks, Tern Hill, which is located on the A41 strategic corridor. The site is sufficiently large that it could form a strategic settlement.</p> <p>The site is located near to Market Drayton.</p> <p>This site is located in north Shropshire and as such it has a limited relationship to the Black Country.</p> <p>The site is divided into two components by the A41.</p> <p>Services and facilities would need to be provided on the site to create a sustainable community.</p> <p>The site is located within a landscape parcel with low landscape and visual sensitivity.</p> <p>The sites is considered to control sufficient land to facilitate new and/or improved access points onto the A41. Improvements may also be required to the A41/A53 roundabout.</p> <p>The site contains ancient woodland. It is also in proximity of Local Wildlife Sites.</p> <p>The site is well tree'd and landscaped.</p> <p>The site contains and is in proximity of environmental network core areas and corridors. The site may also contain priority habitats and protected species.</p> <p>The site contains Clive Barracks, a non-designated heritage asset.</p> <p>The site performs fair for housing and employment within the context of a potential strategic site/settlement within Stage 2a Sustainability Appraisal. It also performs fair for employment in the context of the Black Country Contribution, but poor for housing in the context of the Black Country Contribution.</p> <p>The site is in proximity of designated and non-designated heritage assets - including listed buildings and scheduled monuments.</p> <p>The site may contain contaminated land associated with past military uses.</p> <p>Noise associated with the A41 and nearby airfield.</p>
<p><b>Known Infrastructure Requirements to make Development Suitable in Planning Terms:</b></p>	<p>Ensuring future occupiers have appropriate access to services and facilities and employment opportunities.</p> <p>Provision of a new primary school. This will enable Buntingsdale School and Stoke on Tern Primary School to merge on the site and ensure future residents have access to a primary school.</p> <p>Ensuring necessary works to the highway network are undertaken (including achieving appropriate site accesses and improvements to Tern Hill roundabout).</p> <p>Pedestrian and cycle connectivity through the site and in particular between the north-eastern and south-western portions of the site - through enhancement of an underpass of the A41.</p> <p>Provision of green infrastructure.</p> <p>Any necessary decontamination of the site undertaken.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Known Infrastructure Opportunities:</b></p>	<p>Formation of a new settlement through a mixed used development to provide local services and facilities; employment land; new homes; and extensive green infrastructure.</p> <p>Provision of a new primary school to serve future residents of the site.</p> <p>Improvements to Tern Hill roundabout.</p> <p>Pedestrian and cycle connectivity through the site and in particular between the north-eastern and south-western portions of the site.</p> <p>Decontamination.</p> <p>Green infrastructure provision.</p> <p>Relevant supporting studies should be undertaken and their recommendations implemented.</p> <p>See comments from relevant service areas.</p>
<p><b>Potential for Windfall?</b></p>	<p>No</p>
<p><b>Potential for Allocation?</b></p>	<p>Yes</p>
<p><b>Recommendation</b></p>	<p>The Site is allocated as a new Strategic Settlement</p>

Reasoning	<p>Much of the site is brownfield land and will be vacated during the Local Plan Review period (2016-2038). Areas of this brownfield land are subject to contamination.</p> <p>The Economic Growth Strategy for Shropshire identifies an objective to prioritise investment along strategic corridors and growth zones, including the A41 corridor.</p> <p>The mixed-use redevelopment of Clive Barracks, Tern Hill will provide a productive use for a large brownfield site which will be vacated during the Local Plan Review period (2016-2038). The site is on a strategic corridor and will provide economic opportunities in the form of local employment. It will also provide social and environmental opportunities resulting from the provision of additional new homes, local services and facilities and extensive green infrastructure.</p> <p>As such, Shropshire Council considers that emerging proposals for the mixed-use redevelopment of Clive Barracks, Tern Hill represent a sustainable option for the future use of a large predominantly brownfield site on a strategic corridor.</p> <p>It is therefore considered appropriate to identify Clive Barracks, Tern Hill as a proposed strategic site, the redevelopment of which will contribute to meeting the development needs of Shropshire in the medium to long term.</p> <p>Whilst the site is large, it is located in north Shropshire and as such it has a limited relationship to the Black Country, as such it is not considered an appropriate location to accommodate any of the proposed contribution to the unmet needs forecast to arise within the Black Country.</p>
Further Main Modifications Required	No
If proposed for Allocation, Potential Capacity:	Formation of a new settlement through a comprehensive mixed-use redevelopment of the site to provide a range of local services and facilities, around 750 dwellings, around 6ha of employment land and extensive green infrastructure.
If proposed for Allocation Design Requirements:	<p>a. The quantity, quality, design, mix and layout of housing provided on the site will be informed by site constraints and opportunities, identified local needs and relevant policies of this Local Plan.</p> <p>b. Employment provision will represent an intrinsic element of the site's redevelopment, occurring alongside the provision of housing. Employment provision will be of an appropriate quantity and quality to contribute towards the objectives of the Shropshire Economic Growth Strategy.</p> <p>c. The local centre will comprise of an appropriate range of commercial uses (likely to include a family pub plus convenience store and a small number of modest retail units) to serve the new settlements community on land fronting the A41. The local centre will ensure future occupiers of the site benefit from access to local facilities, as such its timely provision is an important consideration and will be directly linked to provision of housing on the site.</p> <p>d. Green infrastructure provision will be of an appropriate quantity and quality. Its location will integrate and enhance key green infrastructure corridors and networks on and around the site. Existing playing fields should be retained.</p> <p>e. 1ha of land will be provided for a primary school. This will enable Buntingsdale School and Stoke on Tern Primary School to merge on the site and crucially serve the needs of the new development.</p> <p>f. Any necessary improvements will be undertaken in order to achieve appropriate access points into both the eastern and western portions of the site. Any necessary improvements to the A41/A53 Tern Hill roundabout will also be undertaken including any recommendations from an air quality assessment of the impact of increased vehicular movements from this development on Tern Hill roundabout.</p> <p>g. Appropriate pedestrian and cycle links will be provided to and through the site, particularly to the proposed primary school and local centre. This will include enhancement of an underpass of the A41, to ensure pedestrian and cycle connectivity between the north-eastern and south-western portions of the site.</p> <p>h. Acoustic design, layout and appropriate building materials (including where necessary appropriate glazing, ventilation and acoustic barriers) will be used to appropriately manage noise arising from the adjacent airfield and nearby roads.</p> <p>i. Any contaminated land on the site will be appropriately managed.</p> <p>j. The nearby River Tern and RAF Tern Hill Local Wildlife Sites will be appropriately buffered. Ancient woodland and priority habitats on the site will be retained and an appropriately buffered. A sustainable juxtaposition will be created between built form and trees.</p> <p>k. Site design and layout will reflect and respect the sites heritage and heritage assets within the wider area.</p> <p>l. The site will incorporate appropriate sustainable drainage, informed by a sustainable drainage strategy. Any residual surface water flood risk will be managed by excluding development from the affected areas of the site, which will form part of the Green Infrastructure network. Development will also be excluded from the small portions of the site located in Flood Zones 2 and/or 3. Flood and water management measures must not displace water elsewhere.</p>

\*Green Belt Purposes (where applicable):