



Shropshire Council

SHREWSBURY NORTH WEST RELIEF ROAD

Draft Statement of Reasons



70056211
MARCH 2024
11620538-1

PUBLIC



Shropshire Council

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TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70056211

OUR REF. NO. 70056211

DATE: MARCH 2024



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Draft Statement of Reasons

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Version 1.0	Version 2.0	Version 3.0	Version 4.0
Date	24/01/2021	01/03/2022	05/09/2023	22/03/2024
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Project number	70056211	70056211	70056211	70056211
Report number				
File reference				



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GLOSSARY

Abbreviation	Description
AONB	Area of Outstanding Natural Beauty
BMV	Best and Most Versatile (Agricultural Land)
CABE	Commission for Architecture and the Built Environment
CPO	Compulsory Purchase Order
DMRB	Design Manual for Roads and Bridges
EIA	Environmental Impact Assessment
ES	Environmental Statement
FRA	Flood Risk Assessment
GHG	Greenhouse Gases
HGV	Heavy Goods Vehicle
ITP	Integrated Transport Plan
LDF	Local Development Framework
LEP	Local Enterprise Partnership
LTP	Local Transport Plan
NEWP	Natural Environment White Paper
OBC	Outline Business Case
OCEMP	Outline Construction Environmental Management Plan
OLR	Oxon Link Road
NWRR	North West Relief Road



NPPF	National Planning Policy Framework
NPS NN	National Policy Statement for National Networks
NSIP	Nationally Significant Infrastructure Project
PPG	Planning Practice Guidance
PRoW	Public Right of Way
RIS	Road Investment Strategy
SC	Shropshire Council
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage System
SUE	Sustainable Urban Extension
SWMP	Site Waste Management Plan
TIF	Transport Innovation Fund



EXECUTIVE SUMMARY

This Statement of Reasons relates to an application (21/00924/EIA submitted 1 March 2021) submitted by Shropshire Council as the Highway Authority to Shropshire Council as the Local Planning Authority.

The planning application will grant planning permission for the construction, operation and maintenance of a new single carriageway all-purpose 6.9km long road including two new roundabout junctions (one at the B4380 Holyhead Road and the other at the B5067 Berwick Road) and the improvement of two existing roundabouts (the A5 Churncote Roundabout and the A528 Ellesmere Road Roundabout).

A compulsory purchase order and a side roads order are needed to implement the improvement Scheme. The land required is in a variety of ownerships and Shropshire Council is the highways authority for the side roads.

This Statement of Reasons explains that the Applicant considers that it is legitimate, necessary, proportionate and justifiable for the planning application to contain compulsory purchase ~~and temporary possession~~ powers in respect of land within the application boundary, and that there is a compelling case in the public interest that the Applicant should be granted such powers and permitted to subsequently exercise them.

The Applicant has negotiated, and will continue to negotiate, with all landowners and occupiers, and confirms the intention only to use the powers of compulsory purchase if acquisition by agreement is not possible.

The CPO parcels are required for (or is incidental to) the purposes of the development and mitigation. Without the CPO the Scheme cannot take place. The need to ensure that the Scheme can be delivered in a timely fashion requires the acquisition of a number of property interests in third party ownership and a means of overriding existing rights and interests in or over the land, together with the creation of new rights over the land.

The Applicant contends that the inclusion of powers of compulsory purchase meets the conditions contained in Sections 239, 240, 246, 250 of the Highways Act 1980.



1. INTRODUCTION

1.1. PURPOSE OF THE STATEMENT

- 1.1.1. This Statement of Reasons (“the Statement”) [constitutes the statement of case of Shropshire Council \(“SC”, or the “Applicant”\) as it relates to an application to the Secretary of State for a Compulsory Purchase Order \(21/00924/EIA submitted 1 March 2021\) \(“the Application”\) submitted by Shropshire Council \(SC\) as the Highway Authority \(“the Applicant”\) to Shropshire Council \(“Determining Authority” through Regulation 3 under the Town and Country Planning General Regulations 1992 \(as amended\)\)](#).
- 1.1.2. [If confirmed, The the planning Applicant’s motion application for a Compulsory Purchase Order will grant planning permission grant the compulsory purchase of various plots of land](#) for the construction, operation and maintenance of a new single carriageway all-purpose 6.9km long road including two new roundabout junctions (one at the B4380 Holyhead Road and the other at the B5067 Berwick Road) and the improvement of two existing roundabouts (the A5 Churncote Roundabout and the A528 Ellesmere Road Roundabout). A description of the Scheme, including its key features, is provided in Chapter 2 of this Statement.
- 1.1.3. The Scheme is located entirely within in the administrative boundary of SC.
- 1.1.4. The Scheme is required to improve regional and local access to Shrewsbury, and provide the infrastructure needed to facilitate Shrewsbury’s development strategy for the Shrewsbury West Urban Extension (SUE). The Scheme will also support sustainable modes of transport, particularly by altering the form and function of Welshpool Road and by the inclusion of the combined footpath / cycle way along the Proposed Scheme route. The Scheme objectives are defined in Section 5.4 of this Statement.
- 1.1.5. A compulsory purchase order (CPO) and a side roads order (SRO) are needed to implement the improvement Scheme. The land required is in a variety of ownerships and SC is the highways authority for the side roads.
- 1.1.6. This Statement forms part of a suite of documents comprising the Application, submitted in accordance with [The Town and Country Planning Act 1990 the Highways Act 1980](#) as amended. Other application documents which inform this Statement of Reasons, and which should be read alongside it, are, in particular:
- The **Planning Statement (Document Reference 70056211-WSP-GEN-AS-RP-ZM-00005)** which sets out the need for the Scheme, how the design of the Scheme has evolved and how the Scheme addresses the identified needs;
 - The **Funding Statement** (Chapter 13 of this Statement) which provides a statement explaining how the implementation of the Scheme by the Local Authority would be funded;
 - The **Book of Reference** (document reference **X.X**) which contains details of the land proposed to be subject to powers of compulsory acquisition ~~and temporary possession~~, and the proposed compulsory acquisition of other interests or rights in land. The document includes the names and addresses of all known parties who may have an interest in the land that will be affected if development consent is granted and the Scheme constructed;

- The **Negotiations Tracker** (document reference **X.X**) which summarises the negotiations undertaken between the Applicant and affected parties who own or occupy the land and properties that will be affected by the Scheme, in the context of the Applicant's aim to secure the required land by agreement; and
- The **Land Plans** (document reference SNWRR_LandRef_A1_2500_20240304) which show the land over which it is proposed to exercise compulsory acquisition powers and rights to use land and occupy land temporarily.

1.1.7. The following chapters of this Statement (the content of which is outlined at paragraph 1.2.1 below) therefore seek to set the scene within which powers of compulsory acquisition are sought and the reasons why they are needed. It also includes an explanation of how the Applicant has had regard to and addressed the various statutory tests and policy requirements which must be met in order to demonstrate a compelling case in the public interest which justifies the use of compulsory acquisition powers.

1.2. STRUCTURE OF THE STATEMENT

1.2.1. The structure of the Statement of Reasons is as follows:

- **Chapter 2** sets out the justification for enabling powers of compulsory acquisition ~~and temporary possession~~ and addresses the matters that the Secretary of State must have regard to when deciding whether to include powers of compulsory acquisition.
- **Chapter 3** provides a description of the Scheme.
- **Chapter 4** describes the extent and usage of both the Order Land that would be subject to compulsory acquisition ~~and land that would be subject to temporary possession,~~ and also the land within the surrounding area.
- **Chapter 5** provides the justification on the need for CPO, SRO and the economic benefit for the Scheme.
- **Chapter 6** outlines the relevant policy, legislation and guidance considered.
- **Chapter 7** explains the process of consultation and negotiations with land interests.
- **Chapter 8** confirms that the Scheme accords with strategic planning and transport policy objectives.
- **Chapter 9** deals with land which needs special consideration.
- **Chapter 10** refers to other consents and licences that will or may be required, alongside the planning application, in connection with the Scheme.
- **Chapter 11** defines the compliance to the Equality Duty.
- **Chapter 12** describes the Applicant's compliance with human rights legislation relevant to the determination of the planning application.
- **Chapter 13** outlines the financial approach to the Scheme as defined by the Funding Statement.
- **Chapter 14** summarises the Statement.
- **Chapter 15** defines all other information relevant CPO.



2. THE ENABLING POWERS

2.1. COMPULSORY PURCHASE ORDER

- 2.1.1. The CPO is made pursuant to Sections 239, 240, 246, 250, 253 and 260 of the Highways Act 1980 (the "1980 Act") for the acquisition of all interests (except any specifically excluded) in the land shown coloured pink (the "Order Land") on the plan attached to the order (the "Order Plan"), and as described in the schedule to the Order.
- 2.1.2. The land that will be subject to the CPO will be used for the construction of a new 7.3m wide single carriageway all-purpose 6.9km long road with a permitted speed of 60mph, along with associated landscaping and drainage. As a result of the severance of a number of local roads, footpaths and public rights of way (ProW), a combined footway and cycleway would be provided, adjacent to the carriageway, with linkages to existing non-motorised user routes. The Proposed Scheme includes three new structures over the carriageway. Clayton Way would be diverted over a new bridge and would be designed to accommodate vehicles and all non-motorised users and the existing ProWs in proximity to Shepherd's Lane and Marches Way, would be diverted onto new bridges. In addition, at the B4380 Holyhead Road Roundabout the existing bridleway and footpath would be diverted underneath the Proposed Scheme via an underpass.
- 2.1.3. The Proposed Scheme would cross the River Severn and floodplain on an approximately 580m long viaduct. A second bridge crosses the Shrewsbury to Chester railway. Two flood storage areas would be provided to compensate for the loss of flood storage.
- 2.1.4. The Proposed Scheme includes two new roundabout junctions (one at the B4380 Holyhead Road and the other at the B5067 Berwick Road) and the improvement of two existing roundabouts (the A5 Churncote Roundabout and the A528 Ellesmere Road Roundabout). Traffic calming measures would be installed along Welshpool Road.
- 2.1.5. A summary of the compulsory purchase powers in the Highways Act 1980 which are relied upon in relation to the Scheme described above is provided below:
- a) Under section 239, SC as the local highway authorities developer:
 - may acquire land required for the construction of a ~~trunk road and as highway authority may acquire land required for the construction of a~~ highway which is to become a highway maintainable at the public expense.
 - ~~It may also acquire land which is required for the carrying out of works authorised by an order relating to a trunk road under section 14 (i.e. the SRO) or for the provision of buildings or facilities to be used in connection with the construction or maintenance of a trunk road.~~
 - It may also acquire any land required for the improvement of a highway, being an improvement which it is authorised by the Highways Act 1980 to carry out.
 - b) Under section 240, SC as highway authority, may acquire land required for use in connection with the construction or improvement of a highway. It may also acquire land which is required for, or for use in connection with, the carrying out of works authorised by an order relating to a classified road under section 14 (i.e. the SRO).

- c) Under section 246, SC as highway authority, may acquire land for the purpose of mitigating any adverse effect which the existence or use of a highway proposed to be constructed or improved by it has or will have on the surroundings of the highway.
- d) Section 250 allows SC as the highway authority, to acquire rights over land, both by acquisition of those rights already in existence, and by the creation of new rights.
- e) Section 253 allows for agreements to be made by a highway authority with any person interested in land adjoining or in the vicinity of a highway restricting or regulating the as-to use of that land, either permanently or during such period specified in the agreement, near highways. This is primarily for the purpose of mitigating any adverse effect which the construction, improvement, existence or use of thea highway has or will have on its the surroundings. ~~of the highway, the highway authority may enter into an agreement with any person interested in land adjoining or in the vicinity of the highway for restricting or regulating the use of the land either permanently or during such period as may be specified in the agreement.~~ Table 3-4 of the **Environmental Statement (ES) Feb 21** describes landscaping, planting, and environmental mitigation to enable habitat improvements, further additions have been outlined within **Supplementary Environmental Information (SEI) Jan 23 Chapter 1: Introduction.**
- f) Section 260 allows SC as highway authority, to override restrictive covenants and third party rights overwhere land already acquired by agreement which is included in a CPO.

2.2. SIDE ROADS ORDER

2.2.1. The SRO is made pursuant to Sections 14 and 125 of the 1980 Act. The powers to be relied upon in relation to the Scheme are:relate to

- a) Section 14 under which a SRO may authorise allows SC as the highway authority, for a classified road to stop up, divert, improve, raise, lower or otherwise alter a highway that crosses or enters the route of the classified road or is or will be otherwise affected by the construction or improvement of that road carry out works authorised by an order relating to a trunk road (i.e. the SRO) and the carrying out of a diversion or other works to watercourses.
- b) Section 125 enables the SRO to authorise SC to stop up any private means of access to premises adjoining or adjacent to land comprised in the route of the classifieda road, or forming the site of any works authorised by the SROOrder, and to provide a new means of access to any such premises.



3. THE SCHEME

3.1. SCHEME BACKGROUND

- 3.1.1. The construction of a NWRR in Shrewsbury has been discussed as a possible means of addressing transport issues facing the town for over 30 years. A number of alternatives to building a new road have been considered over that period, including light rail or a guided bus transport system, improvements to existing public transport and infrastructure, and demand management, but it was concluded that non-road options alone would not deliver equivalent benefits to the NWRR. The options appraisal process was undertaken in 2000 and 2003. A preferred route was chosen in 2010 and presented in the Outline Business Case (OBC) submitted to the DfT in 2017. A number of design improvements has been developed between the submission of the OBC and the submission of the planning application in 2021. Public consultation has been undertaken at various stages and was last carried out in 2020 prior to the application submission.
- 3.1.2. The Proposed Scheme would significantly enhance the resilience of the Strategic Road Network (SRN), particularly when incidents occur on either the SRN or the local highway network. Currently, in the event of congestion, perhaps due to an incident, traffic between the Woodcote and Battlefield roundabouts may be forced to divert onto local roads through the town centre to reach destinations to the north and northeast of the town. Similarly, congestion within the town centre may cause traffic which may have otherwise used local roads to reroute onto the SRN to reach their destination. In both instances, the Proposed Scheme provides an alternative which reduces the burden on both the SRN and the local highway network. It would also allow for temporary diversions to be implemented should maintenance or improvement works need to be carried out on the SRN.
- 3.1.3. The Proposed Scheme provides the critical highway infrastructure necessary to facilitate residential and employment included in Shrewsbury West SUE Masterplan. The Proposed Scheme would reduce traffic from Welshpool Road, changing its function and character to serve new and existing developments and would provide an improved environment for NMUs. The Proposed Scheme would assist in meeting economic and housing growth forecast by enabling approximately 700 houses and employment land to be brought forward as part of the Shrewsbury West SUE.
- 3.1.4. The Proposed Scheme would provide a high standard route between locations to the west of the town and employment areas to the north of Shrewsbury (including Battlefield Enterprise Park) and beyond. Similar benefits would also apply to business users wishing to travel between employment locations within Shrewsbury, such as the Oxon Business Park and Battlefield Enterprise Park.
- 3.1.5. The analysis undertaken as part of the OBC for the Proposed Scheme concluded that transport user benefits expected to accrue over the 60-year appraisal period were significant and related to travel time savings and reductions in vehicle operating costs for both businesses and commuters. A Benefit Cost Ratio (BCR) of 5.33 was calculated for the Proposed Scheme which represents very high value for money according to DfT criteria. In real terms, the calculated BCR equates to over £266 million of net present benefit as a result of the Proposed Scheme.
- 3.1.6. The Proposed Scheme would create capacity, reduce delays, and improve journey times both in the town centre and on the SRN thus integrating with, and enhancing the benefits of, other current and anticipated transport investment schemes, including the A49/A5 Dobbies Island junction, the Preston Boats junction, the Emstrey roundabout and the Shrewsbury Integrated Transport Package (SITP). The Proposed Scheme also presents an opportunity to enhance the town's public transport network,



particularly for direct journeys between destinations in the north and west of the town, such as the Royal Shrewsbury Hospital. An assessment of journey times on routes currently served by buses reveals that a number of significant time savings would be likely to accrue as a result of the Proposed Scheme.

- 3.1.7. The Proposed Scheme would be successful in drawing through traffic onto the higher standard NWRR and away from the more urban environment. It is considered that this trend would improve road safety by reducing the potential for conflict points (at junctions, property frontages etc.) while providing improved visibility and segregation for NMUs.
- 3.1.8. Whilst the Greenhouse Gas (GHG) emissions generated during the construction phase of the Proposed Scheme would result in a moderate adverse effect, a slight decrease in emissions during the operational phase is predicted, compared to the Do Minimum scenario. A number of mitigation measures are outlined in **Chapter 9: Climate Addendum of the Supplementary Environmental Statement Addendum (SESA) Aug 21** aimed at reducing construction phase emissions as far as possible. They include, but are not limited to, design optimisation to reduce the requirement for construction materials, substitution of construction materials for lower carbon alternatives and use of efficient construction processes, such as design for manufacture and assembly.
- 3.1.9. The Proposed Scheme would support sustainable modes of transport, particularly by altering the form and function of Welshpool Road. Proposed traffic calming measures would reinforce the NWRR as a more convenient route for through traffic, freeing up capacity on Welshpool Road for more sustainable modes of transport. As a result of the severance of a number of local roads, footpaths and public rights of way (ProW), the Proposed Scheme includes a combined footway and cycleway adjacent to the carriageway, with linkages to existing non-motorised user routes. Clayton Way would be diverted over a new bridge designed to accommodate vehicles and all non-motorised users and the existing ProWs in proximity to Shepherd's Lane and Marches Way would be diverted onto new bridges. In addition, at the B4380 Holyhead Road Roundabout the existing brideway and footpath would be diverted underneath the Proposed Scheme via an underpass.
- 3.1.10. The Proposed Scheme objectives are:
- **Objective 1** – To improve regional and local access and connectivity by enhancing the resilience of the strategic and local network, reducing traffic congestion and improving journey time reliability for all modes of transport;
 - **Objective 2** – To provide the infrastructure needed to facilitate Shrewsbury's development strategy for the Shrewsbury West SUE under Policy CS2 of the adopted Core Strategy, by enabling the provision of an existing housing allocation for 700 new dwellings and the improvement of the Local Centre on Welshpool Road;
 - **Objective 3** – To support the economic growth and competitiveness of Shrewsbury and Shropshire by enabling the provision of an additional 9 – 12 ha of employment land, to be used for the potential expansion of Oxon Business Park, a business campus and a gateway commercial area;
 - **Objective 4** – To enhance the benefits of other current and anticipated transport investment schemes, including the A49/A5 Dobbies Island junction, the Preston Boats junction, the Emstrey roundabout and the SITP;
 - **Objective 5** – To improve road safety and reduce road casualties and accidents, in part by reducing heavy traffic from unsuitable routes and rat-running on unsuitable rural roads;



- **Objective 6** – To protect and enhance Shrewsbury’s built and natural environment by reducing emissions of CO₂ and other greenhouse gases and minimising the environmental impact of the Proposed Scheme; and
- **Objective 7** – To support sustainable modes of transport, particularly by altering the form and function of Welshpool Road and by the inclusion of the combined footpath / cycle way along the Proposed Scheme route.

3.2. SCHEME DESCRIPTION

- 3.2.1. The NWRR Supplementary Environmental Information (hereafter referred to as the **Supplementary Environmental Information (SEI) Jan 23** provides a full description of the Scheme and is accompanied by the General Arrangement Plans (**Document Reference 70056211-WSP-GEN-R1-DR-CH-10134 to 70056211-WSP-GEN-S3-DR-CH-1044**). The description of the Proposed Scheme is as follows:

“The Proposed Scheme comprises a new 7.3m wide single carriageway all-purpose 6.9km long road with a permitted speed of 60mph, along with associated landscaping and drainage. As a result of the severance of a number of local roads, footpaths and public rights of way (ProW), a combined footway and cycleway would be provided, adjacent to the carriageway, with linkages to existing non-motorised user routes. The Proposed Scheme includes three new structures over the new carriageway. Clayton Way would be diverted over a new bridge and would be designed to accommodate vehicles and all non-motorised users and the two existing ProWs near to Shepherd’s Lane and Marches Way respectively would be diverted onto new bridges. In addition, at the B4380 Holyhead Road Roundabout the existing bridleway and footpath would be diverted underneath the Proposed Scheme via an underpass.

The Proposed Scheme would cross the River Severn and floodplain on an approximately 580m long viaduct. A second bridge would carry the new carriageway over the Shrewsbury to Chester railway. Two areas would be prepared to provide for additional flood storage as a result of the works impinging the existing flood plain. Furthermore, land in proximity to Hencott Pool would be taken out of agricultural use.

The Proposed Scheme includes two new roundabout junctions (one at the B4380 Holyhead Road and the other at the B5067 Berwick Road) and the improvement of two existing roundabouts (the A5 Churncote Roundabout and the A528 Ellesmere Road Roundabout). Traffic calming measures would be installed along Welshpool Road.”

- 3.2.2. Following initial submission in March 2021 and prior to the resolution to grant in October 2023, the Proposed Scheme has been modified twice, once in August 2021 (hereafter referred to as the **SESA Aug 21**) and again in January 2023 (hereafter referred to as the **SEI Jan 23**) following receipt of public and stakeholder comments made to SC in response to the statutory consultation period, as summarised in Table 1 of the NWRR Amendment Cover Letter and the SEI Cover Letter. The changes sought to embed further mitigation measures to reduce environmental impacts specifically regarding ammonia deposition and delivering biodiversity net gain. The changes outlined within the **SESA Aug 21** included the removal of the climbing lane from the viaduct and the inclusion of an extended earthwork embankment into the floodplain; facilitating the reduction in the length of the viaduct from 668m to 584m. The viaduct parapets were changed from a concrete to steel option to reduce the carbon footprint embodied within construction materials, and the flood compensatory storage area to the east of the River Severn has been increased. There were a small number of



minor isolated changes across the Scheme; aimed to improve access during construction and to support biodiversity net gain.

3.2.3. Following consultation as part of the August 2021 redesign and **SESA Aug 21**, further amendments to the design were made to embed mitigation measures to reduce the Proposed Schemes environmental impact as part of the **SEI Jan 23**. The Application Boundary was extended, to desist agricultural activities in the area of land around Midland Mere and Mosses (Phase 2) Ramsar Site, comprising Hencott Pool Special Scientific (SSSI) (hereafter referred to as "Hencott Pool"). The bank protection along the River Severn was redesigned. Changes were made to existing and newly proposed drainage features, Public Rights of Way (ProW) and access/ maintenance tracks. Consultee comments regarding the proposed mitigation were also addressed.

3.2.4. The Proposed Scheme comprises the proposed roundabout works set out in Table 3-1:

Table 3-1 – Proposed Roundabout Works

Roundabout Name	Further Details
A5 Churncote Roundabout	Conversion of the existing 4-arm roundabout to a 5-arm roundabout with the addition of an entry and exit to/from the Proposed Scheme.
B4380 Holyhead Road Roundabout	Construction of a new roundabout which would enable local traffic to utilise the Proposed Scheme as well as retaining the current thoroughfare and adding greater local connectivity.
B5067 Berwick Road Roundabout	Construction of a new roundabout which would provide better links to the West Midland Showground and the Shrewsbury Railway Station.
A528 Ellesmere Road Roundabout	Retention of the existing roundabout with the addition of a further roundabout to form a 'dumb-bell' arrangement. The existing 5-arm roundabout would become a 4-arm and an additional 4-arm roundabout would be included on the line of the Proposed Scheme to the south-west. The dumb-bell arrangement is proposed in order that the existing roundabout can remain in its current location. The existing roundabout would retain the arms to/from A528 Ellesmere Road to the north, the A5124 Battlefield Link Road and to Knights Way and a new arm would be added to link with the proposed new roundabout. The proposed new roundabout would include arms to/from A528 Ellesmere Road to the south, Huffley Lane and to the Proposed Scheme as well as the link to the existing roundabout. Connectivity to Harlescott Lane would be maintained by way of a T-junction on to Ellesmere Road (south), similar to the existing arrangement.

3.2.5. The Proposed Scheme comprises the proposed structures set out in Table 3-1:

Table 3-2 – Proposed Structures



Structure Name	Type	Further Details
Shepherd's Lane Footbridge	Overbridge	This proposed footbridge would be a single span bridge for pedestrians and cyclists with an approximately 40m clear span and an approximately 4m clear width across the deck. The minimum headroom clearance over the carriageway would be approximately 5.7m + Sag. The superstructure would be constructed of weathering steel and the substructure of reinforced concrete.
B5259 Oxon Culvert	Culvert	This culvert would be located where the Proposed Scheme crosses an existing natural drainage ditch close to Oxon Touring Park. The culvert would be approximately 81.5m in length, with a clear width of approximately 1.7m an internal height of 1.2m. The culvert would also contain a mammal ledge.
Clayton Way Overbridge	Overbridge	This single span bridge would carry Clayton Way over the Proposed Scheme carriageway. The structure would have a clear span of approximately 40m and a width of approximately 12m between the parapets. The minimum headroom clearance over the carriageway would be approximately 5.3m + Sag.
Equestrian Culvert East of Holyhead	Underpass	This multi-purpose underpass would maintain connectivity for pedestrians, equestrians and mammals close to existing routes for each of these. The underpass structure would have internal dimensions of approximately 4.0m wide, approximately 3.95m high and be approximately 36.4m in length. The underpass is not proposed to be lit during the night ¹ .
Shelton Rough River Severn Viaduct	Viaduct	This multi-span weathering steel composite structure would span over the River Severn and the associated floodplain. The total length would be approximately 580m with approximately 1.25m high parapets on the north side and 1.5m high parapets on the south side.
Willow Pool Wildlife Culvert	Culvert	The Proposed Scheme would cross Willow Pool and the culvert would provide a mammal crossing and would also serve as an overflow channel. The culvert would be approximately 29m long with a clear width of approximately 3.0m and an internal height of approximately 3.7m.
Alkmund Park Culvert	Culvert	This culvert would be located where the Proposed Scheme crosses an existing natural drainage ditch close to Alkmund Park Wood and would also act as a wildlife corridor for mammals. The culvert would be approximately 66m long with a clear width of approximately 3.9m and an internal height of approximately 2.9m.
Marches Way Accommodation Overbridge	Overbridge	The structure would maintain access for landowners and farmers and also serve as a safe crossing for pedestrians. The structure would provide a thoroughfare for a Public Right of Way resulting in the removal of a subway in the same location. Footpath

¹ The night-time lighting proposal would be confirmed during detailed design. If the underpass requires permanent night-time lighting, this should be controlled via a passive infra-red (PIR) sensor to switch the lighting on as users approach the underpass.

Structure Name	Type	Further Details
		<p>0443/94/1 would be redirected over the accommodation bridge and link with existing footpaths east (0443/95/1) and south (0443/93/1).</p> <p>The overall width of the bridge deck would be approximately 5.7m and a 1.8m high parapet would be provided over the structure. The main span of the structure, over the Proposed Scheme is approximately 42m.</p> <p>The structure would be orientated perpendicular to the road alignment and would have a varied longitudinal fall of average 3.5% from the western to eastern ends of the structure.</p>
Hencott Railway Bridge	Overbridge	The structure would be a simply supported highway bridge, over the railway, comprising a steel/concrete composite deck. The abutments would be reinforced concrete. The overall width of the bridge deck would be approximately 16.8m. The parapets would be approximately 1.5m high with a solid infill, in accordance with Network Rail requirements.
Hencott Pool Culvert	Culvert	<p>This culvert would be located where the Proposed Scheme crosses an existing natural drainage ditch south of the Midland Meres and Mosses Phase 2 Ramsar Site and would also act as a wildlife corridor for mammals.</p> <p>The culvert would comprise a precast concrete box structure with wingwalls provided at each corner. The precast concrete box culvert units would have an internal span of approximately 2.8m and an internal height of approximately 2.45m and would be approximately 30m long. The culvert would incorporate 500mm wide raised wildlife shelves on both sides.</p> <p>No lighting would be provided within the culvert.</p>

3.2.6. The other components of the Proposed Scheme are set out below:

- Provision of accommodation works, including access tracks and gates, to enable landowner access to land severed by the Proposed Scheme;
- Provision of a combined footway and cycleway along the length of the Proposed Scheme. This would follow the alignment of the carriageway and hence would not be a bridleway due to the close proximity of the fast-moving traffic;
- Provision of a bridleway between Calcott Lane and B4380 Holyhead Road, which would link with the existing bridleway 0443/34A/2 to the east along Shelton Lane;
- Provision of two flood storage areas to mitigate for the loss of floodplain;
- Badger tunnels;
- Badger and otter fencing;
- Great Crested Newt fencing;
- Provision of bat boxes;
- Proposed bat hop overs;
- Demolition works at West View, Holyhead Road (Shrewsbury, SY3 8BH);



- Landscaping, planting, and environmental mitigation to enable habitat improvements as described in Table 3-4 of the **ES Feb 21**, further additions have been outlined within **SEI Jan 23 Chapter 1: Introduction**; and
- Associated highways drainage works including the provision of nine attenuations basins, one infiltration basin and pollution control measures and utilisation of the aforementioned culverts wherever possible.

3.2.7. New highways to be created within the Scheme are:

- Realigned Churncote Roundabout between A458 and A5
- Public footpath between Calcott Lane and Shepherds Lane for approximately 340metres
- Public footpath between public right of way number 0408/7/1 and the classified road for approximately 15 metres

3.2.8. Highways to be improved under the side roads order include:

- Churncote Roundabout
- A458
- A5
- Welshpool Road
- Calott Lane
- Shepherds Lane

3.2.9. Associated highway drainage works including the provision of seven attenuation basins, one infiltration basin and pollution control measures and utilisation of the aforementioned culverts wherever possible as described in the table below:

Table 3-3 – Highways Drainage Works

Catchment Area	Outfall	Description
1	Existing A5 highway drainage system.	This catchment would collect highway drainage and runoff from part of the A5 Churncote Roundabout. The northern and north side of the western arm of the A5 Churncote Roundabout would continue to drain into the existing drainage system for the roundabout.
2	A5 ditch via Attenuation Basin 1	This catchment would collect runoff from most of the highway and cutting embankments of the A5 Churncote Roundabout. This surface water would be directed to Attenuation Basin 1 located between the A5 and the Proposed Scheme's arms of A5 Churncote Roundabout (approximate chainage 240m), before being discharged to a ditch which would flow westwards under the A5 and join the Bicton Brook. It is proposed that this area of proposed highway and drainage would be adopted and maintained by Highways England.
3	South side – A5 ditch via Attenuation Basin 2.	This catchment would collect highway drainage and runoff from cutting embankments on the south side of the Proposed Scheme's carriageway between the A5 Churncote Roundabout and the B4380 Holyhead Road Roundabout. This surface water would be directed to



Catchment Area	Outfall	Description
		<p>Attenuation Basin 2 located north of the Proposed Scheme (approximate chainage 350m) and would discharge into a ditch which flows westwards beneath the A5 and joins the Bicton Brook.</p> <p>A large proportion of the Proposed Scheme is in cutting and therefore the embankment surface water would drain via filter drains to the Attenuation Basin 2.</p> <p>There is also a short ditch along the southern embankment just north-east of the A5 Churncote Roundabout. This ditch would combine with flows from the diverted Calcott Lane ditch² and discharge directly to the A5 ditch before it flows beneath the A5.</p>
	North side — A5 ditch via Attenuation Basin 3.	<p>This catchment would collect highway drainage and runoff from cutting embankments on the north side of the Proposed Scheme's carriageway between the A5 Churncote Roundabout and the B4380 Holyhead Road Roundabout. This surface water would be directed to Attenuation Basin 3, located north of the Proposed Scheme (approximate chainage 550m), which is shared use for the Proposed Scheme and David Wilson Home's development (Planning Reference: 14/00246/OUT). Attenuation Basin 3 has been designed to store runoff from 2ha of the Proposed Scheme. This attenuation basin would discharge to a pond west of Calcott Lane which overflows to a ditch that flows beneath the A5 and joins the Bicton Brook. A large proportion of the Proposed Scheme is in cutting and therefore the embankment surface water would drain via filter drains to Attenuation Basin 3.</p>
4 & 5	Existing pond which discharges to Oxon ditch and the existing highway drainage.	<p>The highway drainage for Clayton Way north of the Proposed Scheme (Catchment 4) would connect to the existing system which flows northwards to a pond, which is assumed to be piped to Oxon ditch, south of the Oxon Hall Touring Park based on discussions with the touring park's manager. The southern catchment 5 would connect to the existing highway drainage along Clayton Way flowing south to Welshpool Road.</p>
6	Existing highways drainage system for B4380 Holyhead Road.	<p>The northern arm of the B4380 Holyhead Road Roundabout would connect to the existing drainage system which flows northwards along the existing road.</p>
7	River Severn via Attenuation Basin 4.	<p>This catchment would collect highway drainage and runoff from east of the B4380 Holyhead Road Roundabout to the western abutment of the Shelton Rough River Severn Viaduct. This would be carried mostly by carrier drains to Attenuation Basin 4 located to the south of the Proposed Scheme and west of the River Severn (approximate chainage 2250m). Both the proposed highway carrier drains and the ditches at the toe of the embankment would discharge to Attenuation Basin 4.</p>

² The Calcott lane ditch would be severed by the Proposed Scheme. The southern section would be diverted west along the south side of the Proposed Scheme and piped underneath the Proposed Scheme, into Attenuation Basin 2. The northern section of the ditch would be diverted to the existing pond north of the Proposed Scheme (west of Calcott Lane).



Catchment Area	Outfall	Description
		Attenuation Basin 4 would then discharge to an outfall at the River Severn, approximately 170m downstream of the STWL intake and the Shelton Rough River Severn Viaduct. There is one embankment slope which would drain to the River Severn via a ditch and does not enter Attenuation Basin 4. The ditches in this area and Attenuation Basin 4 would be lined with impermeable membrane to prevent leakage to groundwater.
8	River Severn via Attenuation Basin 5.	<p>This catchment would collect highway drainage and runoff from the western abutment of the Shelton Rough River Severn Viaduct to west of the B5067 Berwick Road Roundabout. This would be mostly carried by carrier drains to Attenuation Basin 5 located to the south of the eastern abutment of the Shelton Rough River Severn Viaduct (approximate chainage 3125m). Immediately beyond this point, the Proposed Scheme is in a cutting and therefore the embankment surface water would drain via filter drains to Attenuation Basin 5.</p> <p>The Attenuation Basin would then discharge via a ditch southward to the River Severn, approximately 1.2km downstream of the STWL intake. The ditches in this area and Attenuation Basin 5 would be lined with impermeable membrane to prevent leakage to groundwater.</p>
9	Alkmund Park Stream via Attenuation Basin 6 (upstream of Alkmund Park Culvert)	<p>This catchment would collect highway drainage and runoff from the B5067 Berwick Road Roundabout to the Shrewsbury to Chester railway crossing. This would be mostly via carrier drains and filter drains to Attenuation Basin 6 located to the west of Alkmund Park Stream and north of the Proposed Scheme (approximate chainage 4330m). Attenuation Basin 6 would discharge to the Alkmund Park Stream located upstream of the proposed Alkmund Park Culvert.</p> <p>At the toe of the northern embankment there would be a ditch that discharges to the Alkmund Park Stream upstream of the proposed Alkmund Park Culvert. This ditch would have a larger capacity than other ditches in order to accommodate the 1 in 10-year flow from the Alkmund Park Stream. There would also be scour protection along the highway embankment up to the 1 in 100-year flood level plus 25% climate change.</p>
10 & 11	Existing highways drainage system for B5067 Berwick Road.	Highway drainage from the north and south arms of the B5067 Berwick Roundabout would discharge to the existing highways drainage system. It is understood that the northern arm does not have a formal drainage system, whilst the southern arm drains southwards towards the Bagley Brook (west) watercourse.
12	Hencott Stream via Attenuation Basin 7 (upstream of the Hencott Pool Culvert).	This catchment would collect highway drainage from east of the railway crossing (approximate chainage 5300m) to the A528 Ellesmere Road Roundabout (approximate chainage 6670m). This is mostly carried by carrier drains and filter drains to Attenuation Basin 7, north of the Proposed Scheme and just west of Hencott Stream (approximate chainage 5900m). Attenuation Basin 7 discharges to the Hencott Stream upstream of the proposed crossing.



Catchment Area	Outfall	Description
13	Existing highways drainage system for A528 Ellesmere Roundabout, via Infiltration Basin 8.	This catchment would collect highway runoff from the proposed A528 Ellesmere Road Roundabout at the east end of the Proposed Scheme. This catchment area would discharge to the proposed Infiltration Basin 8. The outfall of Infiltration Basin 8 would predominantly be through infiltration with an overflow connection to the existing highway sewer network, with flows controlled to an acceptable discharge rate to be confirmed with Shropshire Highways during detailed design. Some of the existing highway along Huffley Lane would become redundant.
14	Existing highways drainage system for A528 Ellesmere Road.	Highway drainage from the south-east arm of A528 Ellesmere Road Roundabout and Harlescote Lane would connect into the existing system on A528 Ellesmere Road.

- 3.2.10. The Proposed Scheme will provide a single carriageway road linking the northern and western parts of Shrewsbury. It will include a viaduct over the River Severn and its flood plain, and a bridge over the Shrewsbury-Chester railway line. The Proposed Scheme includes roundabout junctions to connect with the existing network on B5067 Berwick Road and B4380 Holyhead Road.
- 3.2.11. The northern end of the Proposed Scheme will connect to the existing Battlefield Link Road with a revised 'dumb-bell' junction arrangement proposed for Ellesmere Road Roundabout. The existing five-arm roundabout at Ellesmere Road junction will be replaced with two four arm roundabouts in a 'dumb-bell' configuration.
- 3.2.12. The western end of the Proposed Scheme will connect with A5. The existing Churncote Roundabout will be reconfigured to provide the western access to NWRR. The existing four-arm junction will be replaced with an enlarged five-arm at-grade roundabout, with the additional fifth arm on the north-eastern side of the roundabout representing the NWRR. The permanent utilities diversion routes would also be determined by the relevant Statutory Undertakers especially where these might align with other planned works by them. It is envisaged that the relevant Statutory Undertakers would use their own Permitted Development rights under The Town and Country Planning (General Permitted Development) (England) Order 2015' to carry out these. Therefore, they are not included as part of the Proposed Scheme.
- 3.2.13. The Scheme also includes works to facilitate the construction, operation and maintenance of the above elements including:
- Creation of temporary construction sites and accesses from the public highway;
 - Demolition of one existing residential properties, which is in the ownership of Shropshire Council.

3.3. SCHEME LOCATION

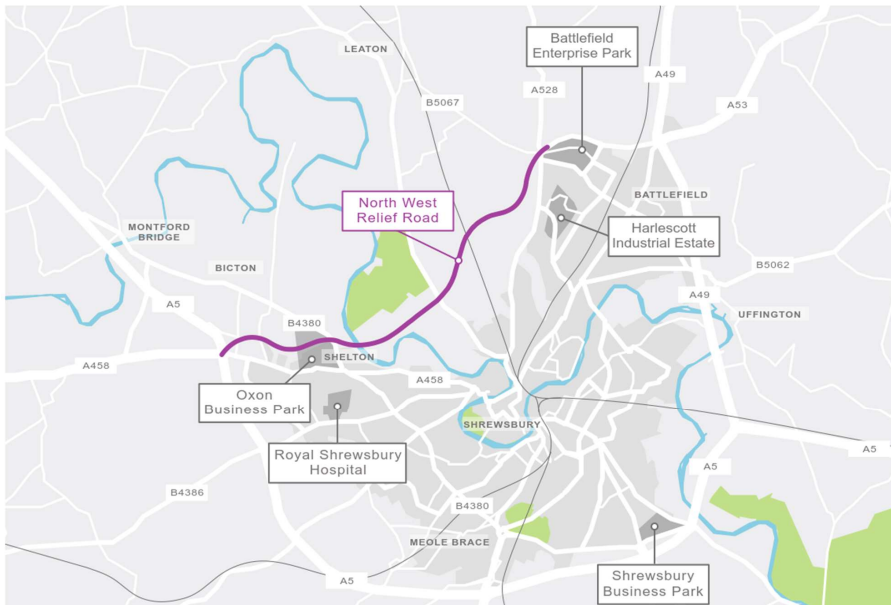
- 3.3.1. **Chapter 1: Introduction of SEI Jan 23 (Document Reference 70056211-WSP-EGN-AS-RP-LE-000014)** provides a full description of the Scheme Location and is accompanied by the General Arrangement Plans (**Document Reference 70056211-WSP-GEN-S3-DR-CH-01013 to 70056211-WSP-GEN-S3-DR-CH-01044**) under application 21/00924/EIA. The "title" was submitted following the initial planning application and provides additional information pertain to the land requirements of



the CPO for mitigation purposes. These documents should be read alongside the Statement of Reasons.

3.3.2. Figure 3-1 below shows the existing wider road network surrounding the application site (the assessment area is taken from the Transport Assessment (TA)), which the NWRR will connect into.

Figure 3-1 – Scheme Overview Plan



3.3.3. Shrewsbury is located 47 miles west of Birmingham, and 12 miles east of the border with Wales, and is the principal town and administrative centre of Shropshire. It is an historic market town which serves as a cultural and commercial centre for Shropshire and a large area of mid-Wales. It lies at the intersection of the A5, A458 and A49 (south) trunk roads, and is the focal point for other principal roads: the A53 (north), the A458 (east) the A488 (west) and the A49 (north). The surrounding area is rural and sparsely populated.

3.3.4. By contrast, the north-west sector of Shrewsbury is generally undeveloped and comprises mainly agricultural land. Settlement is sparse, with small, isolated farmsteads and properties scattered through the landscape. The River Severn meanders through this area, with steep wooded valley slopes and extensive floodplains, forming one of the main physical barriers dividing the landscape. The area is crossed by the Shrewsbury/Chester railway line, and by footpaths and other rights of way.

3.3.5. The Proposed Scheme comprises of land, which is predominantly rural in character, with agricultural being the main use. The land to the north of the Proposed Scheme is mainly rural with clusters of residential properties and scattered farms. However, the land south of the Proposed Scheme is dominated by residential properties forming the outskirts of Shrewsbury.



- 3.3.6. Residential properties located within the Application Boundary include, but are not limited to, a farm property located off Little Oxon Lane (Little Oxon Barn), two residential properties located off the B4380 (Field House) and Ivy Cottage adjacent to B5067 Berwick Road.
- 3.3.7. The rural character of the area is broken by the Oxon Park and Ride, which occupies land immediately north of A458 Welshpool Road (south of the Proposed Scheme) and the Oxon Hall Touring Park which contains areas for both static and mobile caravans approximately 200m further north of the Oxon Park and Ride (north of the Proposed Scheme). In addition, Oxon Business Park is bound by the B4380 Holyhead Road, A458 Welshpool Road and Clayton Way.
- 3.3.8. The Uplands Care Home and Severn Hospice are both located off Clayton Way, located immediately east and approximately 30m north-east of the Application Boundary respectively. The Coppice, an apartment complex comprising 85 units is located off the B4380 Holyhead Road immediately west of the Application boundary.
- 3.3.9. Berwick Park, a Grade II Registered Park and Garden, is located between the River Severn and the B5067 Berwick Road, north of the Application Boundary. As part of the **SESA Aug 21** update an additional 3.5 ha of land was incorporated into the Application Boundary to accommodate the proposed Flood Storage Area, this area is located within Berwick Park Grade II Registered Park and Gardens. Berwick Park also manages open areas for bird shooting with regular game-keeping activity.
- 3.3.10. In proximity to the Application Boundary, approximately 170m east of the B0567 Berwick Road there are interspersed areas of woodland including, Alkmund Park Wood, an ancient replanted woodland, located approximately 50m north of the Proposed Schemes alignment. Located to the north-east of the Proposed Scheme, Battlefield Enterprise Park is immediately east of Ellesmere Road Roundabout.
- 3.3.11. The closest local communities to the Application Boundary include Calcott, Bicton, Bicton Heath, Bowbrook, Shelton, Rosehill, Gravel Hill, Coton Hill, Mount Pleasant and Battlefield. The Proposed Scheme is located approximately 2km north-east of Shrewsbury town centre. Shrewsbury Parish in Shropshire recorded a population of approximately 72,000 residents as at Census day 2011ⁱⁱ.
- 3.3.12. The topography in the area around the Proposed Scheme is mainly shallow and undulating.
- 3.3.13. The Proposed Scheme crosses a main river, River Severn, which flows in a southerly direction towards Shrewsbury town centre, and an area of Flood Zone 2 and 3 located to the east of the River Severn. It would also cross Calcott Lane Ditch, Oxon Ditch, Alkmund Park Stream, Hencott Stream and Willow Pool.
- 3.3.14. The Scheme is located in the Central Spatial Zone of the adopted Core Strategy. The area currently experiences several challenges in terms of social, economic and environmental growth opportunities. These challenges include:
- There are several key employment sites in the zone including Battlefield Enterprise Park, including Shropshire Food Enterprise Park, Shrewsbury Business Park, Oxon Business Park. Development activity based mainly on local expanding companies relocating to new premises. There is a need to deliver quasi-retail development such as trade counter operations and car dealerships. SC is focused on the need to raise profile to attract inward investment.
 - Shrewsbury possesses a strong tourism sector comprising visitor attractions which includes: historic town centre and cultural events, Theatre Severn, Battlefield, Attingham Park, Shropshire



Hills Area of Outstanding Natural Beauty (AONB). As traffic would be attracted to use the Proposed Scheme, this would provide a reduction in traffic in other locations including Shrewsbury Town Centre which would promote use of other sustainable transport modes and provide improved access to the visitor attractions within the Town Centre. The Proposed Scheme will also lead to a significant reduction in journey times. The journey time between Churncote and Battlefield roundabouts would be shorter (typically by at least 6 minutes) which would provide improved access between the west and north eastern areas of Shrewsbury including Battlefield.

- Shrewsbury currently lacks resilience in terms of cross border links, specifically with Telford and Powys (retail provision, journeys to work). In 2015, average earnings by workplace, at £466 per week, are also well below the regional and national average, although average earnings by residence are significantly higher at £492. This suggests that people tend to live in Shropshire but commute to higher paid jobs in other towns and cities. The 2011 census showed that Shropshire had more resident workers than it does jobs, and consequently net out-commuting was significant (-5,313 people in 2011). 10.8% of all workers travel more than 30km to their main place of work – this proportion rises to 16.4% amongst those qualified to NVQ level 4 and above (Census, 2011).

- 3.3.15. The preferred route was chosen because it was better able to reduce traffic on key congested routes in the town centre and had the least environmental impact when compared to the other options as set out in the OBC. It was also most acceptable to local people following public consultation.



4. DESCRIPTION OF THE ORDER LAND

- 4.1.1. The Order Land includes land needed for construction, environmental mitigation, drainage, landscaping and maintenance purposes. It is in a variety of ownerships, all adjacent to or very close to the existing highway. It includes grassed and vegetated verges, ancient woodland and arable farmland. For land that is already within the ownership of SC, that land has been included within the CPO to ensure there are no remaining subsidiary rights that would cause an impediment to the Scheme.
- 4.1.2. The Order Land (being the land, interests and new rights over land proposed to be compulsorily acquired pursuant to the Order) comprises XX hectares. This comprises XX hectares for which title to the Order Land is required, 90.12 hectares for which permanent acquisition of rights is required and 7.58 hectares for which the Applicant would prefer to enter into a licence agreement with the landowner for temporary use of the land during construction.
- 4.1.3. Full details of the Order Land appear in Appendix A of this Statement. Known interests and new rights to be acquired are also recorded in the schedule. The schedule has been prepared based upon information gathered through inspection of Land Registry title documents and information provided by owners and occupiers within land interest questionnaires.
- 4.1.4. Part of the Order Land described within the schedule to the order is required for construction and siting of temporary construction compounds and will be retained temporary. Other parts of the Order Land and related rights will be returned to the owners on completion of the Scheme.
- 4.1.5. The extent, description and situation of the land plots to be compulsorily acquired and the reason for their inclusion in the order, is appended to this Statement of Reasons as Appendix A.



5. JUSTIFICATION

5.1. JUSTIFICATION FOR COMPULSORY PURCHASE

- 5.1.1. The Scheme requires the acquisition of land for which the CPO is being made. The delivery of the NWRR is in the public interest to realise the benefits to local people as set out in Chapter 4 above. As demonstrated in the OBC and **Chapter 4: Consideration of alternatives** of the **ES Feb 21**, the alignment of the route has been chosen as it has the least impact of the environment and was most acceptable when compared to all alternatives in terms of achieving the Scheme's objectives and through consultation with the public.
- 5.1.2. SC has been negotiating with landowners who are impacted by the CPO to arrange the transfer of land by agreement. SC is continuing to engage with landowners to use all reasonable endeavours to acquire the Order Land by voluntary agreement. Details of engagement with landowners are set out in Section 7.2 to this Statement of Reasons.
- 5.1.3. SC acknowledges that the compulsory purchase of land should be a measure of last resort and has taken, and will continue to take, all reasonable measures to acquire the Order Land voluntarily through negotiation with the landowners.
- 5.1.4. The need for the Scheme and ultimately the compulsory purchase of land derives from there being an identified issue with the existing highway provision to Shrewsbury Town Centre and across the county of Shropshire, which the Scheme will relieve. The identified need is set out in paragraphs Section 5.3 of this Statement of Reasons.
- 5.1.5. SC can only ensure achievement of the scheme objectives and begin construction on time and within budget if compulsory powers are taken. Whilst negotiations will continue with landowners, the compulsory acquisition of the land will ensure the works can be carried out and the public benefits of the Scheme realised.
- 5.1.6. The order will therefore enable SC to achieve its objectives in the timeliest and most cost-effective manner.

5.2. JUSTIFICATION FOR SIDE ROADS ORDERS

- 5.2.1. Section 14 of the 1980 Act enables the Council as the highway authority to make an order to stop up, divert, improve, raise, lower or otherwise alter a highway that crosses or enters the route of a classified road or is affected, or will be affected, by the construction or improvement of the classified road, and to construct a new highway for the purposes concerned with any alteration and for any other purpose connected with the classified road or its construction.
- 5.2.2. Section 125 of the 1980 Act enables the Council as the highways authority to stop up any private means of access to premises adjoining or adjacent to land comprised in the route of a road or forming the site of any works authorised by the Order, and to provide a new means of access to any such premises.
- 5.2.3. For the purposes of the Scheme, the "classified road" referenced in section 14 of the 1980 Act is the North West Relief Road.
- 5.2.4. Accordingly, SC has made the SRO to authorise it to carry out the works that are specified in section 5.2 of this statement.



- 5.2.5. The purpose of the Side Roads Order is to maintain access to all land and property directly affected by the Scheme, and to make necessary changes to the highway network. In order to construct the North West Relief Road, it is necessary to stop up, improve existing highways and construct new highways to link to the North West Relief Road. It will also be necessary to stop up some existing private means of access to land and premises and to replace those where necessary with new means of access.
- 5.2.6. Another reasonably convenient route will be made available before the relevant highway or private means of access affected by the order is stopped up.
- 5.2.7. To enable it to do these works the Highway Authority is promoting the side roads order. New highways to be created within the scheme are:
- Realigned Churncote Roundabout between A458 and A5
 - Public footpath between Calcott Lane and Shepherds Lane for approximately 340metres
 - Public footpath between public right of way number 0408/7/1 and the classified road for approximately 15 metres
- 5.2.8. Highways to be improved under the side roads order include:
- Churncote Roundabout
 - A458
 - A5
 - Welshpool Road
 - Calcott Lane
 - Shepherds Lane
 - Holyhead Road
 - Berwick Road
 - Ellesmere Road
 - Harlescott Lane
- 5.2.9. Highways to be stopped up are:
- Part of A5 from the northern edge of Churncote roundabout for a distance of 235 metres in a north westerly direction. This will be replaced by the enlargement and improvements to Churncote Roundabout
 - Part of A5 from the southern edge of Churncote roundabout for a distance of 120 metres in a southerly direction. This will be replaced by the enlargement and improvements to Churncote Roundabout
 - Part of Welshpool Road from the eastern edge of Churncote roundabout for a distance of 75 metres in an easterly direction. This will be replaced by the enlargement and improvements to Churncote Roundabout
 - Calcott Lane from a point 160 metres north of the junction with Welshpool Road for a distance of 65 metres in a northerly direction
 - Public footpath 0408/7/1 from the midpoint of the junction with Calcott Lane for a distance of 130 metres in a south easterly direction
 - Public footpath 0408/9/1 from the midpoint of the junction with Calcott Lane for a distance of 455 metres in an easterly direction



- Shepherds Lane from a point 45 metres south of the junction with public footpath 0408/9/1 for a distance of 115 metres in a southerly direction

5.2.10. Private means of access to be stopped up are:

- Little Oxon Lane – access to the Oxon Hall Touring Park
- Restricted Byways off Gravel Hill Lane will be shortened

5.2.11. New private means of access to be created are:

- An alternative access to the Oxon Hall Touring Park will be created from Clayton Way
- Marches Way Accommodation overbridge to link land north and south of the NWRR and to carry a ProW

5.3. SCHEME OBJECTIVES AND NEEDS AND BENEFITS

5.3.1. Following the combination of the NWRR and the Oxon Link Road (OLR) elements of the Scheme in December 2019, a set of common objectives for the joint scheme were agreed by SC's Full Council in February 2020. The OLR was a highways improvement scheme that pre-dates (2018) the NWRR and comprised improvements from Churncote Roundabout to the B4380, approximately a third of the approved NWRR Scheme. The Scheme objective are:

- To improve regional and local access and connectivity by enhancing the resilience of the strategic and local network, reducing traffic congestion and improving journey time reliability for all modes of transport;
- To provide the infrastructure needed to facilitate Shrewsbury's development strategy for the Shrewsbury West SUE under Policy CS2 of the adopted Core Strategy, by enabling the provision of an existing housing allocation for 700 new dwellings and the improvement of the Local Centre on Welshpool Road;
- To support the economic growth and competitiveness of Shrewsbury and Shropshire by enabling the provision of an additional 9 – 12 hectares of employment land, to be used for the potential expansion of Oxon Business Park, a business campus and a gateway commercial area;
- To enhance the benefits of other current and anticipated transport investment schemes, including the A49/A5 Dobbies Island junction, the Preston Boats junction, the Emstrey roundabout and the Shrewsbury Integrated Transport Package ("SITP");
- To improve road safety and reduce road casualties and accidents, in part by reducing heavy traffic from unsuitable routes and rat-running on unsuitable rural roads;
- To protect and enhance Shrewsbury's built and natural environment by reducing emissions of CO₂ and other greenhouse gases and minimising the environmental impact of the Proposed Scheme; and
- To support sustainable modes of transport, particularly by altering the form and function of Welshpool Road and by the inclusion of the combined footpath / cycle way along the Proposed Scheme route.

5.3.2. The objectives specifically for the Scheme are achieved as follows.

IMPROVE REGIONAL AND LOCAL ACCESS AND CONNECTIVITY

- 5.3.3. Road links between the north and west of Shrewsbury are presently very poor. The most direct route passes through the “river loop” and consists entirely of single carriageway, all-purpose roads, including residential and shopping streets. Congestion on these routes, particularly the A458 and A528 in Shrewsbury Town Centre, causes delays of up to ten minutes and makes journeys unreliable. For example, the existing average daily flow (measured in 2017) northbound on the A528 was 7024 vehicles and southbound was 5710 vehicles (see Table 5-2 of the Transport Assessment). This is predicted to reduce by 22% at the PM peak with the Scheme in place and 23% in the AM peak (see Figure 5-3 and 5-4 in the Transport Assessment).
- 5.3.4. As a result, some of the traffic between north and west uses other, longer routes to avoid the town centre. Extra traffic on the distributor ring road and the outer bypass adds to the congestion on these important routes and reduces the resilience of the network. Some traffic uses the network of small lanes to the north-west of Shrewsbury as rat-runs to avoid the town altogether. For example, there were 10 collisions (3 serious) resulting in 14 casualties in Huffley Lane between 2014 and 2019 (Table 3-31 of the Transport Assessment), which is where the biggest impact has been. However, the majority of collisions appear to be caused by driver error rather than highway design (para.3.7.16, Transport Assessment). To the north of Shrewsbury, rat running routes do not pass any schools, but do pass through village centres that could be affected.
- 5.3.5. The Scheme would significantly enhance the resilience of the SRN (the SRN includes all motorways and some major ‘A’ roads), which includes the A5 and A49, particularly when incidents occur on either the SRN or the local highway network. Currently, in the event of congestion, perhaps due to an incident, traffic between the Woodcote and Battlefield roundabouts may be forced to divert onto local roads through the town centre to reach destinations to the north and northeast of the town.
- 5.3.6. Similarly, congestion within the town centre may cause traffic which may have otherwise used local roads to reroute onto the SRN to reach their destination. The Transport Assessment (Table 5-17 and 5-18) shows traffic reductions along the entry points to the town centre at Welsh Bridge and Castle Gates as a result of the Proposed Scheme. These reductions in town centre traffic assists to reduce congestion and delays in the town centre and frees up capacity to facilitate other potential enhancements.
- 5.3.7. A route that traffic takes through the town centre via The Mount, Smithfield Road and Chester Street, which is the specific route that is anticipated traffic would most likely reassign from to the Proposed Scheme, shows a 64% reduction in traffic flows in the PM peak compared to without the Scheme eastbound and 50% westbound in 2023.
- 5.3.8. The NWRR will provide a new, high standard, direct route between the north and west of Shrewsbury, offering big time savings for road users. For example, a peak hour journey from A5 Churncote to A49 Battlefield would take about 6 minutes using the NWRR, instead of about 20 minutes through the town centre or 15 minutes on the bypass. Traffic will therefore transfer from the existing routes, reducing congestion and making them more efficient. These benefits will be felt over a wide area, including the outer bypasses and rural lanes, as well as the roads leading into and through the town centre.
- 5.3.9. The Scheme would provide an alternative and reliable route that would reduce the burden on both the SRN and the local highway network. It would also allow for temporary diversions to be implemented should either maintenance or improvement works need to be carried out on the SRN.



Currently, if incidents occur on the SRN around Shrewsbury (i.e. A5 and A49) then traffic diverts and finds alternative routes across and through Shrewsbury on roads not intended for strategic traffic. The Scheme creates a route which connects A5 at Churncote Roundabout with A528 and A5124 at Ellesmere Road Roundabout and provides a high standard direct route between the north and west of Shrewsbury as an alternative route around Shrewsbury offering time savings for road users which avoids the town centre and residential areas, and therefore avoids the need for rat running.

PROVIDE THE INFRASTRUCTURE NEEDED TO FACILITATE SHREWSBURY'S DEVELOPMENT

- 5.3.10. The Scheme provides the critical highway infrastructure necessary to facilitate residential (750 dwellings) and employment included in Shrewsbury West SUE Masterplan (see Policy S16 of the SAMDev Adopted Plan). The Scheme would reduce traffic from Welshpool Road, changing its function and character to serve new and existing developments, Shrewsbury West in particular, and would provide an improved environment for Non-Motorised Users (NMUs).

SUPPORT THE ECONOMIC GROWTH AND COMPETITIVENESS

- 5.3.11. As Shrewsbury continues to develop and grow, the problems caused by congestion are expected to get worse, affecting the town's economy and local people's quality of life. Policy CS1 of the Shropshire Local Development Framework: Adopted Core Strategy aims to deliver 27,500 homes and 290ha of employment land between 2006 and 2026. SC is able to demonstrate it has more than a five year housing land supply and therefore it is delivering on its aims (it has 7.44 years supply using the Government's latest standard methodology (February 2022)).
- 5.3.12. The Scheme would provide a high standard route between locations to the west of the town and employment areas to the north of Shrewsbury (including Battlefield Enterprise Park) and beyond. Similar benefits would also apply to business users wishing to travel between employment locations within Shrewsbury, such as the Oxon Business Park and Battlefield Enterprise Park.
- 5.3.13. The analysis undertaken as part of the Outline Business Case (OBC) for the Scheme concluded that transport user benefits expected to accrue over the 60-year appraisal period were significant and related to travel time savings and reductions in vehicle operating costs for both businesses and commuters. A Benefit Cost Ratio (BCR) of 5.33 was calculated for the Scheme which represents very high value for money according to DfT criteria. In real terms the calculated BCR equates to over £266 million of net present benefit as a result of the Scheme.
- 5.3.14. Journeys to work and for business can be slow and unreliable, adding to the cost of transport (including public transport) and discouraging investment. The Proposed Scheme will facilitate more reliable bus services, primarily through reduced congestion on existing roads. The Scheme will therefore provide improved accessibility for local people.
- 5.3.15. The Proposed Scheme could significantly reduce the journey time for the last 3-4 miles into the Town Centre which would make bus travel more attractive. This will in turn promote and encourage travel by bus, and the SC Passenger Transport Group Manager has indicated the Proposed Scheme, coupled with other bus priority interventions, could be extremely beneficial for public transport in Shrewsbury.



- 5.3.16. Reduction to congestion and delays in the town centre would also free up capacity to facilitate other potential enhancements.

ENHANCE THE BENEFITS OF OTHER CURRENT AND ANTICIPATED TRANSPORT INVESTMENT SCHEMES

- 5.3.17. The Scheme would create capacity, reduce delays, and improve journey times both in the town centre and on the SRN thus integrating with, and enhancing the benefits of, other current and anticipated transport investment schemes, including the A49/A5 Dobbies Island junction, the Preston Boats junction, the Emstrey roundabout and the SITP. The Scheme also presents an opportunity to enhance the town's public transport network, particularly for direct journeys between destinations in the north and west of the town, such as the Royal Shrewsbury Hospital, which will make journeys for emergency vehicles faster and more reliable. An assessment of journey times on routes currently served by buses reveals that a number of significant time savings would be likely to accrue as a result of the Scheme.

IMPROVE ROAD SAFETY

- 5.3.18. Accident rates are higher on roads not designed to modern standards. This is particularly due to design to reduce speeds which therefore reduce pedestrian casualties (Strategic Framework for Road Safety, DfT, 2011). In total, 38 road traffic collisions took place in the vicinity of the Scheme, resulting in 54 casualties between 2014 and 2019 (see Table 3-13 of the **Transport Assessment (Document Reference 70056211-WSP-TTM-AS-RP-TR-00001)**).
- 5.3.19. The Scheme will involve introducing road safety measures to reduce accidents, including signing and lining improvements plus Vehicle Activated Sign (VAS) technology. As part of the Scheme, a Road Safety Audit including a decision log outlining 15 safety measures proposed has been provided (**Document Reference 70056211-WSP-HGN-AS-RP-CH-00002**).
- 5.3.20. In addition to the road safety measures, the reallocation of traffic onto the higher standard NWRR away from the more urban environment, would improve road safety by reducing the potential for conflicts points (e.g. at junctions, property frontages) while providing improved visibility and segregation for NMUs.

PROTECT AND ENHANCE SHREWSBURY'S BUILT AND NATURAL ENVIRONMENT

- 5.3.21. Other problems arise directly from this fundamental weakness in Shrewsbury's transport network. Noise, visual intrusion and poor air quality affect people in residential areas and the town centre, as well as people walking and cycling.
- 5.3.22. There are 419 dwellings would experience high traffic noise (above Significant Observed Adverse Effect Level (SOAEL)) which have facades directly exposed to the most trafficked roads in the 'no Scheme' or 'Do Nothing' scenario in 2023 (**Table B-2 of Chapter 15: Noise and Vibration of the SESA Aug 21**). Those dwellings fronting roads alleviated by the proposed Scheme that currently experience above SOAEL (B4386, B4380, B458 and A528) would therefore reduce in number to 287 dwellings (132 fewer dwellings). Conversely, those living close to the Proposed Scheme where there is not currently a busy road may experience an increase in noise levels as the baseline is currently low, but these are much smaller in number (47 predicted to experience large adverse (significant) noise effects) see para. 1.3.5 of **Chapter 15 of the SESA Aug 21**).



- 5.3.23. Shrewsbury Town Centre is currently designated as an Air Quality Management Area (AQMA). Monitoring results show that air quality in Shrewsbury is generally good but like most urban areas there are exceedances of the annual mean NO₂ objective (40µg/m³) in heavily trafficked areas in the town centre and along major roads. Monitoring within the vicinity of the Proposed Scheme shows NO₂ concentrations well below the objective, however further away from the Proposed Scheme concentrations are elevated and exceed the objective in the AQMA. The exceedances in the town centre are predicted to reduce in 2023 even without the Proposed Scheme, but with the Proposed Scheme the reduction will be larger (a difference of 6.6µg/m³) (see **Table 6-14, Chapter 6: Air Quality** of the **ES Feb 21**).
- 5.3.24. The GHG emissions generated during the construction phase of the Scheme would result in a significant adverse effect. However, whilst being negligible, operationally there would be a decrease in emissions as a result of the Scheme. A number of mitigation measures are also outlined in **Chapter 9** of the **SESA Aug 21** aimed at reducing construction phase emissions as far as possible. They include, but are not limited to:
- Design optimisation to reduce the requirement for construction materials substitution of construction materials for lower carbon alternatives
 - Site won materials (earthworks) should, where possible, be re-used to reduce the quantity of imported earthworks and resultant impacts associated with extraction and transport of material.
 - The use of efficient construction processes, such as design for manufacture and assembly.
- 5.3.25. The Proposed Scheme’s impact on Carbon Budgets is predicted to be as follows:

Phase / Timing	Total GHG Emissions (tCO ₂ e)
Construction phase (2022 – 2023)	+ 48,233
Operational phase (2023 – 2082) (Total anticipated end-user GHG emissions and re-surfacing)	- 21,521 (approximately -359 per annum)
Total for lifecycle (2022-2082)	+ 26,711
Comparison of the Proposed Scheme GHG Emissions against UK National Carbon Budget	
UK National Carbon Budget	Proposed Scheme GHG Emissions against UK National Carbon Budget
Third Carbon Budget: 2,544 million tCO ₂ e Period: 2018 – 2022	Total (tCO ₂ e) during third Carbon Budget: + 46,968 % of budget: 0.00185%
Fourth Carbon Budget: 1,950 million tCO ₂ e	Total (tCO ₂ e) during fourth Carbon Budget: + 20,390



Phase / Timing	Total GHG Emissions (tCO ₂ e)
Period 2023 – 2027	% of budget: 0.00105%
Fifth Carbon Budget: 1,725 million tCO ₂ e Period (2028 – 2032)	Total (tCO ₂ e) during fifth Carbon Budget: -2,617 % of budget: -0.00015%
Sixth Carbon Budget: 965 million tCO ₂ e Period 2033 – 2037	Total (tCO ₂ e) during sixth Carbon Budget: -2,141 % of budget: -0.00022%

5.3.26. As reported in **ES Feb 21 in Chapter 8: Biodiversity, Appendix 8.22 BNG Assessment**, the Proposed Scheme also includes a Biodiversity Net Gain 16.82% in non-irreplaceable area-based habitat units, a 26.09% net gain in linear-based hedgerow units and a 49.66% net loss in linear-based river units.

SUPPORT SUSTAINABLE MODES OF TRANSPORT

- 5.3.27. The Scheme is projected to reduce through traffic travelling via the town centre and this presents an opportunity to focus on redistributing road space to other, more sustainable modes of travel; including focussing on pedestrian priority in the town centre. The Scheme will also introduce a new shared footway/cycleway along its length, with connectivity to existing routes where practical, thus contributing to the enhancement of the cycle and pedestrian network in Shrewsbury.
- 5.3.28. It should be noted that the Scheme's ability to improve road safety is linked to its goal to promote sustainable modes of transport. At present both Calcott Lane and Shepherd's Lane possess low pedestrian numbers which reflects the lack of dedicated footways, with pedestrians instead having to walk in the carriageway / grassed verge to avoid conflict with vehicular traffic flow.
- 5.3.29. Throughout the Scheme, adjacent to the southside of the carriageway for 6.9km, a shared 3m wide footway/cycleway facility will be provided, with additional 0.5m buffer zones to the carriageway and any vertical feature. The Scheme will provide a new west-north route for pedestrians and cyclists, with accompanying links to existing non-motorised user routes.
- 5.3.30. For cyclists, the Scheme provides a dedicated route from the existing shared footway/cycleway alongside Battlefield Link Road to A5 Churncote Roundabout. At B4380 Holyhead Road, the Scheme intersects and connects with National Cycle Route 81. The Scheme will provide a direct route between the north and west of Shrewsbury and will allow residents in the north of the town to access services in the west more directly, including the Royal Shrewsbury Hospital. The Scheme includes a new foot and cycle link from Marches Way bridge (north end) to the south east corner of Hencott Wood (as a diversion to avoid the at-grade crossing).



- 5.3.31. The Scheme will include four junctions: Churncote Roundabout; B4380 Holyhead Road / NWRR Roundabout; B5067 Berwick Road / NWRR Roundabout; and Ellesmere Road Roundabout. All of these junction works will include considerations for pedestrians and cyclists, through a series of dropped kerbs with tactile paving at appropriate crossing points. Where applicable uncontrolled crossing points will be provided as well as existing NMU lanes preserved to encourage use.
- 5.3.32. Based on the **Transport Assessment Section 5 (Document Reference 70056211-WSP-TTM-AS-RP-TR-00001)** which accompanied the planning application, public transport will benefit as a result of the Scheme due to the reduction in congestion and traffic delay. The Scheme could significantly reduce the journey time for the last 3-4 miles into the Town Centre which would make bus travel more attractive. This will in turn promote and encourage travel by bus, and the SC Passenger Transport Group Manager has indicated the Scheme, coupled with other bus priority interventions proposed by SC but which do not form part of the Proposed Scheme, could be extremely beneficial for public transport in Shrewsbury. These additional interventions are highlighted in the Big Town Plan ([Shrewsbury Big Town Plan • Shrewsbury Big Town Plan](#)).
- 5.3.33. The assessment provided in **Section 5** in the **Planning Statement (Document Reference 70056211-WSP-GEN-AS-RP-ZM-00005)** considers the success of the Scheme in meeting these objectives. The extent and magnitude of benefits and disbenefits resulting from the Scheme.

5.4. ALTERNATIVES NOT REQUIRING LAND TAKE

- 5.4.1. The development of options for the Scheme has taken place since 1988 (four options), with an additional two options added in 1991. An Options Assessment Report was submitted in support of the OBC. A comprehensive options appraisal exercise was undertaken between 2000 and 2003 to determine whether there were any viable alternatives to constructing a new road, thereby avoiding compulsory purchase, and to identify which routes would be most acceptable to local people and stakeholders.
- 5.4.2. Alternatives to a new road to minimise or exclude the need for compulsory purchase and land take include the following options:
- Development of a light rail or guided bus transit system;
 - Improvements to the existing bus network;
 - Improvements in the existing passenger rail system;
 - Investment in cycling infrastructure;
 - Investment in pedestrian infrastructure;
 - Improvements to the highway network or rail freight to support HGV provision thus avoiding the town centre routes;
 - Demand management measures, including car park pricing strategy, traffic management and travel plans for schools and businesses; and
 - A package of measures to encourage non-car use including investment in bus, rail, cycling and walking facilities.
- 5.4.3. An options assessment report investigating the need and objectives for improvements within Shrewsbury was undertaken in 2017, prior to submission of the Oxon Link Road application and combined NWRR design in 2019.
- 5.4.4. The assessment of non-car options as alternatives to the NWRR ruled out those options for the following reasons:

- The traffic reduction effects would not be as significant as with the NWRR as there would only be a modest shift in use of different modes, even with a package of different solutions.
- Investment in pedestrian and cycle infrastructure would not influence long distance and trips through the town so would not reduce congestion.

5.4.5. It was therefore concluded that the measures listed in paragraph 5.4.2 above would have a limited impact on SC's objectives set out in paragraph 5.3.1 above.

5.5. MINIMISATION AND EXCLUSION OF LAND TAKE VIA DESIGN

5.5.1. Following the assessment of alternative solutions in which it was concluded that an intervention for motorised vehicles was required, alternative route options were then assessed. Two routes were shorter and relied partly on the existing road network (Blue and Red) and four routes were longer completely new roads (Green, Black, Orange and Red).

5.5.2. As part of the assessment of alternatives design options were discounted due to the following issues

- Removal of the five-arm roundabout at Ellesmere Road junction and replacement with a 'dumb-bell' configuration due to the excessive land take requirements associated with a single larger roundabout; and
- The intention in the original design was for the shared use public footpath and cycleway to follow natural contours along the toe of the road embankment, however, following due consideration this solution was not considered to be practicable as it would have increased third party land take requirements.

5.6. THE EXTENT OF THE SCHEME TO BE DISREGARDED FOR THE PURPOSES OF ASSESSING COMPENSATION IN THE 'NO-SCHEME WORLD'

5.6.1. For the purpose of assessing compensation in the No Scheme World the whole scheme would be disregarded. The Land Compensation Act 1961 specifically includes the No scheme principle which applies when assessing the value of land to be acquired to work out how much compensation should be paid by the acquiring authority for the compulsory acquisition of the land. As a result of this, any increase or decrease in the value of the land as a result of the compulsory acquisition is disregarded when assessing the value of the land. However, it is important to note that the resulting compensation payable can be subject to being offset by the effects of betterment.

5.6.2. A S106 agreement with a private landowner, who is included within the limits of the compulsory acquisition adjacent to the A5 Churncote roundabout, who is required to transfer land to the council at a nominal value, as opposed to being compensated in line with the No scheme principle.



6. POLICY, LEGISLATION AND GUIDANCE

6.1. RELEVANT LEGISLATION

6.1.1. The following legislations are considered relevant to the CPO and SRO:

- Highways Act 1980. Section 239 and Section 240 (“Acquisition of land for construction, improvement etc. of highway: general powers”)
- Acquisition of Land Act 1981 (The Schedule to the CPO lists all parties with a qualifying interest in the Order Land as defined by section 12(2) of the ALA 1981)
- Environment Act 1995
- National Parks and Access to the Countryside Act 1949 (Section 103, General provisions as to acquisition of land)
- Town and Country Planning (Environmental Impact Assessment) Regulations 2017
- S106 Town and Country Planning Act 1990

6.2. RELEVANT PLANS AND POLICY

6.2.1. Section 6 of this Statement provides a summary of the relevant planning policy and other material considerations required for the justification of the Scheme’s land acquisition requirements, as well as commentary on compliance with those policies. Full details of planning policy and conformance is located in the Planning Statement (**Document Reference 70056211-WSP-GEN-AS-RP-ZM-00005**) submitted with planning application (Reference 21/00924/EIA) for the Scheme.

The National Planning Policy Framework (NPPF)

- 6.2.2. A revised NPPF was published most recently in December 2023. The NPPF sets out the Government’s planning policies for England and how these should be applied. It also provides a framework within which local development plans are produced. It sets out a presumption in favour of sustainable development.
- 6.2.3. The NPPF interprets the planning system as having three overarching objectives to achieve sustainable development which are interdependent and need to be pursued in mutually supportive ways. These are **economic**, **social** and **environmental** objectives.
- 6.2.4. These three objectives help to achieve sustainable development whereby development should be guided towards helping to build a strong, responsive and competitive economy by identifying and coordinating the provision of infrastructure, supporting communities’ health, social and cultural well-being and making effective use of land, helping to improve biodiversity and minimising pollution.
- 6.2.5. Paragraph 85 of the NPPF states that in order to build a strong, competitive economy “*planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future*”.
- 6.2.6. One of the key objectives of the Proposed Scheme is to **support the economic growth and competitiveness of Shrewsbury and Shropshire by enabling the provision of an additional 9 –**

12 hectares of employment land, to be used for the potential expansion of Oxon Business Park, a business campus and a gateway commercial area.

- 6.2.7. The Shrewsbury West SUE is listed as an allocated housing site in Schedule S16.1a of the Shropshire Council Site Allocations and Management of Development Plan³ (“the adopted SAMDev”), which was adopted on 17 December 2015. The Proposed Scheme is integral to the delivery of the Shrewsbury West SUE. As acknowledged in the wording in Schedule S16.1a itself, the section running between Churncote Roundabout and Holyhead Road roundabout would relieve Welshpool Road of through traffic. As proposed in the planning application for the OLR, the original intention was for access onto Welshpool Road from the A5 Churncote Roundabout to be closed. This access would now remain in place as part of the Proposed Scheme. Notwithstanding this, the Transport Assessment demonstrates that, in the opening year of the Proposed Scheme (2023) during peak periods, two-way flows arriving at and departing from Welshpool Road significantly decrease. The likely reason for this is that the Proposed Scheme offers an alternative and more attractive route for through traffic. The Strategic Traffic Model, developed to inform the Transport Assessment, takes into account traffic calming measures proposed on Welshpool Road, which assist in reducing the attractiveness of Welshpool Road as a route for through traffic.
- 6.2.8. Paragraph 90 of the NPPF requires planning policies to define a settlement hierarchy which promotes the “*long-term vitality and viability*” of town centres “*by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters*”.
- 6.2.9. The Shrewsbury Big Town Plan⁴ establishes a 20-year guide according to which new development in the town is expected to respond. Of particular relevance to the Proposed Scheme is the objective to “*make movement in the town better for everyone*”. Set beneath this objective are three priorities, which are:
- pedestrian priority in the town centre;
 - a better pedestrian and cycle network across the town; and
 - measures to reduce through traffic in the town centre.
- 6.2.10. The NWRR would help to meet the second objective.
- 6.2.11. Paragraph 108 of the NPPF requires that “*transport issues should be considered from the earliest stages of plan-making and development proposals so that:*
- a) *the potential impacts of development on transport networks can be addressed;*
 - b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*

³ Shropshire Council (2015) Shropshire Council Site Allocations and Management of Development (SAMDev) Plan: Adopted Plan. Available at: <https://shropshire.gov.uk/media/8503/samdev-adopted-plan.pdf>

⁴ Shrewsbury Big Town Plan (2018). Available at: https://shrewsburybigtownplan.org/wp-content/uploads/2019/03/6313_Report_High-Res_Final.pdf



- d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”*
- 6.2.12. Paragraph 110 c) of the NPPF requires that planning policies should “*identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development*” and paragraph 110 d) expects planning policies to “*provide for high quality walking and cycling networks and supporting facilities*”.
- 6.2.13. In respect of specific allocations or applications for development, paragraph 114 of the NPPF expects that:
- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users; and*
 - c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”.*
- 6.2.14. Paragraph 117 of the NPPF requires developments generating significant traffic movements to “*provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed*”.
- 6.2.15. The Proposed Scheme has been developed in line with the Local Plan over a number of years. A route between Shelton and Battlefield (see **Figure 2-2**), comprising the NWRR leg of the Proposed Scheme, albeit along a different alignment, was initially safeguarded in the Shrewsbury and Atcham Local Plan 2001. More recently, the adopted SAMDev Plan safeguards the route of the OLR section of the Proposed Scheme and the adopted Core Strategy states that “*The implementation of the Shrewsbury Integrated Transport Strategy, with a combination of sustainable transport promotion measures including the Park and Ride facilities, quality bus routes and enhanced walking and cycling facilities provision, is key to the sustainable development of the town given the challenges of the constrained access to and through the town centre and the demand for crosstown traffic. The provision of the Shrewsbury North West Relief Road (NWRR) has been identified as an opportunity to tackle some of these issues in the Local Transport Plan for Shropshire, which the Core Strategy has regard to and seeks to enable*”.
- 6.2.16. The predicted impacts of the Proposed Scheme on the transport network, both positive and negative and including effects during construction, are assessed in the Transport Assessment. Measures to mitigate negative impacts arising from the Proposed Scheme are set out in the Transport Assessment. Not only would the Proposed Scheme free up capacity on western approaches to the town centre, such as Welshpool Road, thus encouraging use by sustainable modes of transport, but it would complement other transport investment schemes, including the SITP.
- 6.2.17. Paragraph 109 of the NPPF states that “*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*”. The Proposed Scheme has been

designed in accordance with the Design Manual for Roads and Bridges (“DMRB”) and any departures from standards have been agreed in advance of the planning application drawings being finalised, in accordance with the DMRB guidance.

- 6.2.18. Paragraph 116 b) of the NPPF requires that developments “*address the needs of people with disabilities and reduced mobility in relation to all modes of transport*”. An Equality Impact Assessment (EqIA) has been undertaken to consider the impact of the Proposed Scheme on persons or groups of persons who share characteristics which are protected under Section 4 of the Equality Act 2010 (“*protected characteristics*”). It concludes that there would be both positive and negative effects to those with protected characteristics in both construction and operation and recommends mitigation to manage any negative effects.
- 6.2.19. The permanent possession of linear sections of nine separate agricultural holdings would be required to enable the Proposed Scheme. The considerable public benefits accruing from the Proposed Scheme, as set out in this statement, are considered to represent effective use of land. For example, the Proposed Scheme is an integral element of the Shrewsbury West SUE, which will deliver much needed housing and employment opportunities. Impacts on the environment and third-party land interests have been mitigated as far as possible through design and additional control measures would be employed on site, as set out in the OCEMP.
- 6.2.20. Paragraph 131 of the NPPF emphasises that good design is key to sustainable development and highlights the setting of key design expectations and effective engagement with the local community, LPA and other stakeholders as important ingredients in achieving good design. In particular, paragraph 135 highlights that “*decisions should ensure that developments:*
- a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
 - f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁵²; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*
- 6.2.21. Paragraph 137 of the NPPF states that “*Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot*”.



- 6.2.22. The Proposed Scheme would provide an essential piece of transport infrastructure, designed in accordance with the DMRB, and therefore by its nature is functional in terms of its form and appearance. The proposed viaduct presents an uncomplicated design which seeks to serve its design purpose whilst minimising built development in order to both limit visual intrusion and mitigate impacts on both the environment and third-party land interests.
- 6.2.23. Paragraphs 158 to 164 of the NPPF relate to climate change. Of particular relevance to the Proposed Scheme is the requirement for new development to be planned for in ways that:
- a) *avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and*
 - b) *can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.*
- 6.2.24. **Chapter 9** of the **SESA Aug 21** sets out how the design of the Proposed Scheme takes account of the projected impacts of climate change based on the estimated lifetime of the new asset. Mitigation is embedded in the design and further measures would be employed on Site, as set out in the OCEMP, to ensure the Proposed Scheme adapts to climate risks during both construction and operation. For example, the drainage design incorporates a Sustainable Drainage System (SuDS) to limit the effect of the new works by attenuating the runoff during operation. The design of the SuDS is up to the 100 year +40% for growth and climate change standard. Further details of adaptation measures embedded in the design are provided in **Chapter 9** of the **SESA Aug 21**. Following the implementation of suitable adaptation measures, the ES concludes that there would be no significant effects, in terms of climate risks.
- 6.2.25. **Chapter 9: Climate Change** of the **ES Feb 21** and **Chapter 9** of the **SESA Aug 21**, also confirms that, based on an assessment of the bill of quantities for the Proposed Scheme, the total greenhouse gas (GHG) emissions arising from construction would be 48,233 tCO₂e. In operation, it is predicted that total anticipated end-user GHG emissions (modelled using traffic data for the Proposed Scheme) would be 21,521 tCO₂e (approximately 359 tCO₂e per annum) lower than the baseline scenario (i.e. without the Proposed Scheme in place) over the period 2023-2082. On this basis, the ES concludes that GHG emissions generated during the construction phase of the Proposed Scheme would result in a significant adverse effect whilst in operation the slight decrease in emissions is considered to be negligible.
- 6.2.26. Paragraph 165 of the NPPF requires that *"inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere"*.
- 6.2.27. Paragraph 167 of the NPPF states that all plans should apply a *"sequential, risk-based approach to the location of development – taking into account the current and future impacts of climate change so as to avoid, where possible, flood risk to people and property. They should do this, and manage any residual risk, by:*
- a) *applying the sequential test and then, if necessary, the exception test as set out below;*

- b) *safeguarding land from development that is required, or likely to be required, for current or future flood management;*
- c) *using opportunities provided by new development and improvements in green and other infrastructure to reduce the causes and impacts of flooding, (making as much use as possible of natural flood management techniques as part of an integrated approach to flood risk management); and*
- d) *where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to relocate development, including housing, to more sustainable locations”.*

6.2.28. Paragraph 173 of the NPPF requires applications to be supported by a site-specific flood risk assessment, which amongst other things, should demonstrate that flood risk is not increased elsewhere as a result of the development. It goes on to state that development will only be permitted where it can be demonstrated that:

- a) *“within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;*
- b) *the development is appropriately flood resistant and resilient;*
- c) *it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;*
- d) *any residual risk can be safely managed; and*
- e) *safe access and escape routes are included where appropriate, as part of an agreed emergency plan”.*

6.2.29. Finally, paragraph 175 of the NPPF requires major developments to incorporate sustainable drainage systems in their design and that systems used should:

- a) *“take account of advice from the lead local flood authority;*
- b) *have appropriate proposed minimum operational standards;*
- c) *have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and*
- d) *where possible, provide multifunctional benefits”.*

6.2.30. The Proposed Scheme is supported by a Site-specific Flood Risk Assessment (FRA) in **ES Feb 21 Appendix 17.2**, **SESA Aug 21 Appendix 17.2** and **SEI Jan 23 Appendix 6.G**, due to its partial location within Flood Zones 2 and 3.

6.2.31. The Site-specific FRA confirms that the Proposed Scheme has been subject to the Sequential Test. As the Proposed Scheme involves crossing the River Severn, there are no viable alternative sites within Flood Zone 1 or Flood Zone 2 as the infrastructure has to cross the floodplain. Drawing on previous optioneering work undertaken, notably as part of the OBC, **ES Feb 21 Chapter 4: Consideration of Alternatives** explains the reasons for the choice of location for the Proposed Scheme, concluding that it is the most appropriate location.

6.2.32. The Proposed Scheme comprises ‘Essential Infrastructure’ and therefore can be located in all Flood Zones, provided an Exception Test is satisfied. For Part 1 of the Exception Test to be met, it must be



demonstrated that the Proposed Scheme provides wider sustainability benefits to the community that outweigh flood risk.

6.2.33. Paragraph 180 of the NPPF states that planning policies and decisions should “*contribute to and enhance the natural and local environment by:*”

- a) *“protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
- b) *recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*
- c) *maintaining the character of the undeveloped coast, while improving public access to it where appropriate;*
- d) *minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*
- e) *preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and*
- f) *remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate”.*

6.2.34. Paragraph 186 of the NPPF requires local planning authorities to apply the following principles when determining planning applications:

- a) *if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;*
- b) *development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;*
- c) *development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons⁶⁷ and a suitable compensation strategy exists; and*
- d) *development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.*



- 6.2.35. The design of the Proposed Scheme has sought to mitigate effects on the landscape and features of biodiversity interest. **ES Feb 21 Chapter 4: Consideration of Alternatives** lists design interventions to avoid, or reduce the magnitude of, impacts on receptors.
- 6.2.36. A Biodiversity Net Gain Assessment has been undertaken to inform landscaping proposals for the Site. It concludes that, following the implementation of proposed mitigation and enhancement, there would be a 13.79% net gain in non-irreplaceable area-based habitat units and a 26.09% net gain in linear hedgerow units. There would also be a loss of river units (49.66%) due to the need to construct a culvert on Alkmund Park stream. Mitigation is proposed for this loss.
- 6.2.37. There would be no development directly within any nationally or internationally designated sites as a result of the Proposed Scheme.
- 6.2.38. A number of veteran trees have been identified within the application site, as detailed in the **SEI Jan 23 Chapter 3: Biodiversity, Appendix 3.C: Arboricultural Report**. Every effort has been made during the design of the Proposed Scheme to avoid impacts on veteran trees. **ES Feb 21 Chapter 4: Consideration of Alternatives** summarises steps taken in design to avoid the loss of individual veteran trees during the construction of the Proposed Scheme.
- 6.2.39. Paragraph 189 of the NPPF relates to ground conditions and requires planning decisions to ensure that *"a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining"*.
- 6.2.40. The Proposed Scheme predominantly comprises arable farmland, which has remained unchanged since earliest historical mapping dated 1884. Within the Site, land west of the River Severn is classified as a Zone 1 (inner) Groundwater Source Protection Zone (SPZ) protection zone, with surrounding land designated as Zone 2 (outer) SPZ; the western end of the route is designated at Zone 3 (total catchment) SPZ. The entire Site also lies within a Drinking Water Protected Area (surface water). **ES Feb 21 Chapter 10: Geology and Soils** also states that *"based on the lack of identified soil contamination and localised exceedances of limited contaminants in groundwater in ground investigations undertaken to date, no significant widespread sources of contamination are considered to be present"*.
- 6.2.41. There are three Severn Trent groundwater abstraction boreholes within the vicinity of the Proposed Scheme: the Shelton Borehole 1 (NGR 346372, 313596), Shelton Borehole 2 (NGR 346369, 314319) and Shelton Roughs (NGR 346790, 313740) River Severn Intake.
- 6.2.42. The Proposed Scheme will pass within the vicinity of a number of existing surface waters features, including (from west to east) the River Severn, Willow Pool east of Berwick Road, Alkmund Park Stream to the west of the Shrewsbury to Chester railway line and Hencott Pool to the east of the railway line.
- 6.2.43. As reported in **SEI Jan 23 Chapter 5: Geology and Soils, Appendix 5.D: Appendix 10.3 Piling Works Risk Assessment (Revision 4)**, concludes, following the adoption of a precautionary approach, there would be a low risk to groundwater resources as a result of piling works due to the creation of a preferential pathway. Essential mitigation measures are outlined in **SEI Jan 23 Chapter 5: Geology and Soils**, the PWRA (**Appendix 5.D: Appendix 10.3 in Chapter 5**) and OCEMP and following the application of these measures, the magnitude of impact to the principal aquifer (within SPZs 1 and 2) and overlying basal sand and gravel would be negligible on a



precautionary basis and the potential effect would be slight adverse. The magnitude of impact to the Principal aquifer (SPZ3 and no SPZ) would be negligible on a precautionary basis and the potential effect would be slight adverse. **SEI Jan 23 Chapter 5** also concludes that, following the implementation of appropriate mitigation, the magnitude of predicted impact to the groundwater within the superficial deposits as a result of the Proposed Scheme would be negligible.

- 6.2.44. In addition, following the adoption of the outlined mitigation measures, **SEI Jan 23 Chapter 5** concludes that, taking a precautionary approach, there would be a negligible impact on groundwater within superficial deposits leading to a negligible effect.
- 6.2.45. In terms of the impact from soil erosion leading to increased contaminated sediment loading to nearby surface water bodies and the introduction of new contaminative materials through construction works (i.e. spillages), **SEI Jan 23 Chapter 5** concludes that, following the adoption of appropriate mitigation measures outlined in the OCEMP, the impact on the River Severn and STWL Shelton Rough intake, Bicton Brook and other ordinary watercourses would be negligible adverse resulting in a slight adverse predicted effect. Specific impacts to the River Severn during the construction phase are presented in **SEI Jan 23 Chapter 6: Road Drainage and Water Environment, Appendix 6.F: Geomorphological Assessment:**.
- 6.2.46. **SEI Jan 23 Chapter** also considers the potential impacts to controlled waters as a result of a potential spillage / pollution event during construction or operation. In the event a pollution incident were to occur the emergency response plan, as outlined in the OCEMP, would be followed. This, in addition to the spillage control measures embedded in the drainage strategy, would result in the magnitude of potential impact being negligible adverse and the predicted effect would be slight adverse for both groundwater and surface water receptors.
- 6.2.47. A number of mitigation measures would be employed during piling works, as set out in **SEI Jan 23 Chapter 5**.
- 6.2.48. Paragraph 191 of the NPPF concerns the potential effects (including cumulative) of pollution on health, living conditions and the natural environment and confirms that planning decisions should:
- a) *“mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;*
 - b) *identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and*
 - c) *limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation”.*
- 6.2.49. **Chapter 15** of the **SESA Aug 21** reports the findings of a quantitative assessment undertaken to identify potential impacts on sensitive receptors. The need to reduce to a minimum the potential adverse effects from noise has been central to the design from the outset. The vertical alignment of the road has been reduced as far as reasonably practicable in certain sensitive locations in order to reduce noise. For example, between Calcott Lane and Clayton Way the Proposed Scheme would run in a cutting which would aid noise attenuation for sensitive receptors in proximity to this section of the Proposed Scheme. The Proposed Scheme would be surfaced in low noise surfacing between the A5 Churncote roundabout and the River Severn crossing. The Proposed Scheme also includes a 2m high fence primarily on the north side of the carriageways between Calcott Lane and Clayton

Way and an additional section of barrier on the south side of the Proposed Scheme between B4380 Holyhead Road and the River Severn bridge, with the aim of reducing noise levels at existing properties on Shepherd's Lane and The Copse.

- 6.2.50. Despite the application of secondary mitigation provided by low noise surfacing and attenuation fencing, there would be significant adverse operational traffic noise effects at 20 of the assessed dwelling receptors, with one receptor predicted to experience noise effects of moderate short-term significance due to a predicted increase of +4.9dB. In accordance with the Noise Insulation Regulations 1975, as amended in 1988 (the 'Regulations'), **Chapter 15: Noise and Vibration** of the **ES Feb 21** concludes that the properties would be eligible for noise insulation as a result of the Proposed Scheme.
- 6.2.51. There are also predicted to be beneficial effects through noise reductions at 11 dwellings, which would experience significant decreases in noise as a result of the Proposed Scheme. Furthermore, there are 159 dwellings and one non-residential receptor where noise reductions of a low to medium significance are predicted as a result of the Proposed Scheme, due to changes in traffic flow on the local road network.
- 6.2.52. The impact of the Proposed Scheme on ecological receptors by virtue of noise and lighting is assessed in **Chapter 8: Biodiversity** of the **ES Feb 21** and the subsequent appendices (**SESA Aug 21 Chapter 8: Biodiversity Addendum** and **SEI Jan 23 Chapter 3: Biodiversity**). Significant effects in relation to badgers and bats are predicted in construction. For badgers, use of the stated exclusion zones, along with noise control measures such as soft start techniques would be employed.
- 6.2.53. Lighting employed on site during construction would be positioned sensitively in order to provide a safe level of light whilst preventing nuisance. Modern light fittings would be used in accordance with best practice standards. Security lighting would be limited to site compound areas and would be directed to minimise the potential for spillage with baffles used wherever appropriate. Outline control measures are set out in the OCEMP and would be developed by the Principal Contractor during the preparation of the CEMP.
- 6.2.54. Pre-construction surveys would be undertaken and licenses obtained prior to any works potentially affecting badgers or bats.
- 6.2.55. In operation, for the majority of its length the new road would not be lit in order to protect tranquillity and limit visual intrusion. Directional lighting would only be installed at junctions for safety reasons in accordance with DMRB guidance. The proposed multipurpose culverts have been located away from the aforementioned lit areas to ensure their use by bats and mammals is not discouraged.
- 6.2.56. Paragraph 192 of the NPPF states that *'planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement'*.
- 6.2.57. **Chapter 6: Air Quality** of the **ES Feb 21** reports the findings of a quantitative air quality assessment based on the latest version of Defra's published future national projections of air quality. Sensitive receptors, representing properties considered sensitive to changes in air quality within 200m of the



Affected Road Network (ARN), were included in the model. The closest Air Quality Management Area (AQMA) to the Application Boundary lies approximately 1.3 km to the south-east, encapsulating Shrewsbury town centre, referenced as AQMA No.3. A network of diffusion tubes situated around the town of Shrewsbury cover the extent of AQMA No.3. The assessment reported in **Chapter 6: Air Quality** of the **ES Feb 21** concludes that modelled Nitrogen Dioxide (NO₂) Concentration (µg/m³) in AQMA No. 3 would reduce by 6.6 µg/m³ in 2023 as a result of the Proposed Scheme, compared to the 2023 Do Minimum scenario (i.e. without the Proposed Scheme). In summary, the assessment concludes that the Proposed Scheme will reduce NO₂ concentrations in the centre of Shrewsbury, crucially bringing some exceedances to below the air quality objective. Elsewhere, on roads accessing the Proposed Scheme, concentrations of NO₂ are predicted to increase as a result of the Proposed Scheme but not in excess of the national objective.

- 6.2.58. **Chapter 2: Air quality** of the **SEI Jan 23** reports the findings of a quantitative air quality assessment as a result of the latest Institute of Air Quality Management (IAQM) published guidance on the assessment of air quality impacts to designated conservation sites. The guidance sets out the need for contributions to ecological impacts from NH₃ to be considered, as a result modelling has been undertaken for all receptors listed in **ES Feb 21 Chapter 6**, with additional receptors used to give further detail at Hencott Pool, Alkmund Park Wood Ancient Woodland (AW), Shelton Rough Local Wildlife Site (LWS) and Oxon Pool LWS. In accordance with LA 105 Air Quality **SEI Jan 23 Chapter 3: Biodiversity, Appendix 3.B: Air Quality Impact Assessment on Designated Habitats** details the assessment of effects for the designated habitats where the increase or decrease in nitrogen deposition or ammonia exceeds 1% of the critical load or level. The assessment reported Alkmund Park Wood (AW) as experiencing a moderate adverse effect and Hortonland Coppice, Woodcote Coppice, Shelton Rough LWS and Oxon Pool LWS as a slight adverse effect. Adverse impacts on 36 veteran/veteran trees were also predicted, resulting in a moderate adverse effect, whilst adverse significant effects have been assumed for an addition three ancient/veteran trees.
- 6.2.59. Old River Bed SSSI and Longner Hall Heronry LWS were reported as having slight beneficial effect as a result of the Proposed Scheme. In addition, it was predicted that within the opening year, eight veteran trees are reported as having a decrease in nitrogen deposition and ammonia.
- 6.2.60. The assessment of Hencott Pool Special Site of Scientific Interest (SSSI), component of Midland Meres and Mosses Phase 2 Ramsar site, is detailed within **SEI Jan 23 Chapter 8: Cumulative Effects**, which draws upon information assessed within the **Habitats Regulations Assessment (HRA) Jan 23**. These two reports conclude that there is no appreciable adverse effect upon the Ramsar site from the residual 0.25kg N/ha/yr that has been modelled to be deposited, therefore there is no significant effect upon Hencott Pool as a result of Proposed Scheme.
- 6.2.61. **Chapter 6: Air Quality** of the **ES Feb 21** also reports the results of modelling of changes to concentrations of PM10 (particulate matter 10 micrometers or less in diameter) as a result of the Proposed Scheme. The results present a similar pattern to that for NO₂ with concentrations decreasing in the centre of Shrewsbury and increasing on the outside of Shrewsbury in the vicinity of the Proposed Scheme. The overall human exposure to PM10 is reduced. As there are no exceedances of the annual mean objective in the 'Do Something' 2023 scenario, the Proposed Scheme is considered to have an insignificant effect on annual mean PM10 concentrations. As an insignificant effect is predicted for changes to PM10 concentrations, it is anticipated that the Proposed Scheme is also unlikely to have a significant effect on changes to PM2.5 concentrations

as per DMRB LA105 Air Quality guidance. **Chapter 6** of the **ES Feb 21** also concludes that the Proposed Scheme would have an insignificant effect on EU Pollution Climate Mapping (PCM) concentrations and therefore meets the UK's need for compliance to the Air Quality Standards.

- 6.2.62. Construction activities can give rise to emissions of dust/particulate matter. Activities during the construction phases are divided into the following four types:
- Demolition;
 - Earthworks;
 - Construction; and
 - Trackout (the movement of dust/mud offsite on haulage vehicle wheels and bodies onto the public road network where it may be re-suspended by other vehicles).
- 6.2.63. **Chapter 6** of the **ES Feb 21** includes an assessment of the Proposed Scheme's impact on air quality during the construction phase. It concludes that, following the application of mitigation outlined in the OCEMP, such as limiting the height of stockpiles of fine material, use of water as a dust suppressant and the soiling, seeding, planting or sealing of completed earthworks as soon as reasonably practicable, residual effects of dust and PM10 generated by construction activities would be negligible.
- 6.2.64. Paragraphs 200 to 204 of the NPPF relate to the protection of heritage assets. Paragraph 196 requires that *"in determining applications, local planning authorities should take account of:*
- a) the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;*
 - b) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;*
 - c) the desirability of new development making a positive contribution to local character and distinctiveness; and*
 - d) opportunities to draw on the contribution made by the historic environment to the character of a place*
- 6.2.65. Paragraph 205 of the NPPF relates to the consideration of potential impacts on designated heritage assets and requires that *"great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be)"* and paragraph 206 of the NPPF confirms that *"any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:*
- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;*
 - b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional".*
- 6.2.66. Where a development would result in less than substantial harm to the significance of a designated heritage asset, paragraph 208 of the NPPF requires that *"this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use"*.



- 6.2.67. Paragraph 209 of the NPPF states that *“the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”*.
- 6.2.68. An assessment of the impact of the Proposed Scheme on heritage assets is provided in **Chapter 11: Historic Environment Addendum** of the **SESA Aug 21**. This chapter concludes that there is potential for the Proposed Scheme to impact on buried heritage assets during construction, however, following the implementation of an archaeological mitigation strategy residual effects would be slight adverse.
- 6.2.69. Paragraph 218 of the NPPF states that LPAs *“should not normally permit other development proposals in Mineral Safeguarding Areas if it might constrain potential future use for mineral working”*.
- 6.2.70. The Proposed Scheme falls within a Mineral Safeguarding Area (MSA) but is not considered to conflict with the purposes of the designation as set out in response to Policy MD16 of the adopted Core Strategy.

NATIONAL POLICY STATEMENT FOR NATIONAL NETWORKS (NPS NN)

- 6.2.71. Whilst the NPS NN, a new version of which was laid before Parliament in March 2023, primarily *“provides planning guidance for promoters of nationally significant infrastructure projects on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the Secretary of State”*. The NPS acknowledges that schemes are also consented through other consenting regimes, but the NPS *“may be a material consideration in decision making. Whether, and to what extent, this NPS is a material consideration, will be judged on a case-by-case basis”*.
- 6.2.72. Paragraph 1.11 of the NPS NN recognises that *“The NPS provides policy and guidance on matters such as good scheme design, transport decarbonisation, avoidance, mitigation and compensation of environmental effects and environmental enhancement. In this way, both the National Planning Policy Framework and this NPS seek to achieve sustainable development, by ensuring the right infrastructure is delivered in the right place and at the right time to support sustainable growth, and it recognises that different approaches, interventions and measures will be necessary to achieve this.”*
- 6.2.73. Although the Proposed Scheme is promoted by the Local Highway Authority and will not form part of the Strategic Road Network (SRN), it has the potential to result in benefits for the operation of the SRN, particularly along the A5.
- 6.2.74. Figures 4-1 and 4-2 in this Statement illustrate a decrease in traffic flows on the A5 Shrewsbury Southern Bypass between the Woodcote and Battlefield roundabouts. The likely reason for this reduction in flows is due to traffic previously using this route rerouting onto the Proposed Scheme to achieve significantly reduced journey times. This change in driver behaviour predicted in the Strategic Traffic Model would reduce the pressure on the A5, improving its performance. In addition, the effect of the Proposed Scheme in creating capacity on the SRN would serve to enhance the benefits of other current and anticipated transport investment schemes, including the A49/A5 Dobbies Island junction, the Preston Boats junction, the Emstrey roundabout, consistent with one of the Proposed Scheme objectives.

6.2.75. The OBC identified that traffic levels are rising nationally and as a result the highway network is feeling the strain. It recognised that as a consequence of this “incidents on one part of the network quickly lead to traffic backing up, or diverting, causing problems over a wider area”, including on the SRN. To address this problem, one of the objectives of the Proposed Scheme is to improve regional and local access and connectivity by enhancing the resilience of the strategic and local network, reducing traffic congestion and improving journey time reliability for all modes of transport. The Proposed Scheme would significantly enhance the resilience of the SRN, particularly when incidents occur on either the SRN or the local highway network. Currently, in the event of congestion, perhaps due to an incident, traffic between the Woodcote and Battlefield roundabouts may be forced to divert onto local roads through the town centre in order to reach destinations to the north and northeast of the town. Similarly, congestion within the town centre may cause traffic which may have otherwise used local roads to reroute onto the SRN in order to reach their destination. In both instances, the Proposed Scheme provides an alternative which reduces the burden on both the SRN and the local highway network. It would also allow for temporary diversions to be implemented should maintenance or improvement works need to be carried out on the SRN.

Shropshire Council Core Strategy (Adopted February 2011)

6.2.76. The Core Strategy sets out the long term spatial vision for the district and will guide development and change up to 2030. The Core Strategy was adopted by SC on the 24th February 2011. The relevant policies are as follows:

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- CS1 – Strategic Approach
- CS2 – Shrewsbury Development Strategy
- CS5 – Countryside and Green Belt
- CS6 – Sustainable Design and Development Principles
- CS7 – Communications and Transport
- CS8 – Facilities, Services and Infrastructure Provision
- CS10 – Managed Release of Housing Land
- CS13 – Economic Development, Enterprise and Employment
- CS14 – Managed Release of Employment Land
- CS15 – Town and Rural Centres
- CS16 – Tourism, Culture and Leisure
- CS17 – Environmental Networks
- CS18 – Sustainable Water Management
- CS19 – Waste Management Infrastructure

6.2.77. Adopted Core Strategy Policy CS1 ‘Strategic Approach’ identifies the housing need for Shrewsbury that will be met by the SUE. Adopted Core Strategy Policy CS2 ‘Shrewsbury Development Strategy’ advises that to meet the economic and housing growth that is forecast, two urban extensions are proposed, one of which is the Shrewsbury West SUE. Finally, Adopted Core Strategy Policy CS10 relates to the managed release of housing land, referring directly to the Shrewsbury West SUE. The Proposed Scheme will assist in meeting economic and housing growth forecast by enabling approximately 700 houses and employment land to be brought forward as part of the Shrewsbury West SUE. In addition, Figure 5 ‘Adopted Shropshire Core Strategy Key Diagram’ and Figure 6 ‘Shrewsbury Key Diagram’ included in the Core Strategy, detail the preferred route of the NWRR as at December 2007, which is generally consistent with the Proposed Scheme alignment. The route



has ultimately been drawn southward towards Shrewsbury town centre to reduce the development area in the flood plain to the north and to enable the development of the Shrewsbury West SUE.

- 6.2.78. Adopted Core Strategy Policy CS5 'Countryside and Green Belt' relates to protection of the countryside. The Proposed Scheme is not within the Green Belt but does fall within the open countryside. Notwithstanding this, the adopted Core Strategy acknowledges the general alignment of the road through the open countryside and as such it is considered that the principle of some form of built development within this designation in order to facilitate the Proposed Scheme has been established through the LDF examination process. The design of the Proposed Scheme has sought to minimise impacts on the character and appearance of the open countryside as far as possible through extensive landscaping along the entire length of the Proposed Scheme, as detailed in the Landscape Planting Plans. The Landscape Assessment reported in **Chapter 12: Landscape and Visual Impact Addendum** of the **SESA Aug 21** concludes that, by 2038, following the implementation and establishment of the proposed planting, the Proposed Scheme would not give rise to a significant adverse effect on landscape character. **Chapter 12** of the **SESA Aug 21** also reports the findings of a Visual Assessment, which concludes that, although significant effects can be expected in the construction and early operation phase, by 2038 there would be six points of moderate adverse effect at Holyhead Road and Churncote Roundabout but no greater than slight adverse effects for any other receptors.
- 6.2.79. Adopted Core Strategy Policy CS6 'Sustainable Design Principles' requires development to be designed to a high quality, using sustainable design principles to achieve an inclusive and accessible environment, which respects and enhances local distinctiveness, and which mitigates and adapts to climate change.
- 6.2.80. Adopted Core Strategy Policy CS7 'Communications and Transport' promotes an integrated transport system that will provide sustainable reliable communication and transport infrastructure and services. The policy cites "*promotion of the Shrewsbury North West Relief Road*" as one of the means of achieving this goal. In addition, as shown in **Figure 4-1** and **Table 4-1**, the Proposed Scheme would create capacity and reduce journey times on the SRN thus enhancing the benefits of other schemes such as the A49/A5 Dobbies Island junction, the Preston Boats junction, the Emstrey roundabout. This would help to facilitate freight movements through the County road, which is an objective of Adopted Core Strategy Policy CS7. Moreover, in the text supporting Adopted Core Strategy Policy CS7, it is confirmed that "*the following indicators will be used to monitor the effectiveness of the policy:*
- Local Transport Plan (LTP) performance indicators;*
Progress against programmes and projects identified in the Implementation Plan."
- 6.2.81. Both the former OLR and NWRR sections of the Proposed Scheme are included in the Shropshire Council LDF Implementation Plan⁵. Figure 5 within the section titled "*Infrastructure considered essential for the achievement of the Development Strategy*" lists the two constituent parts of the Proposed Scheme (i.e. the OLR and NWRR) as 'critical' and 'priority' respectively.

⁵ Shropshire Council (2017) Shropshire's Implementation Plan 2016 – 2017. Available at: <https://shropshire.gov.uk/media/8603/ldf-implementation-plan-2016-17.pdf>



- 6.2.82. In addition, the current Local Transport Plan (LTP) for Shropshire (2011- 2026)⁶ foresaw the development of the Proposed Scheme within the plan period, subject to funding, which was not in place at the time the document was drafted. In fact, the LTP goes as far as stating that *“any significant new development along the identified line of a possible future North West Relief Road will be required to either construct part of the road to an appropriate standard or protect the line as appropriate, in order that the future provision of the full road would not be compromised”*. Version 4 of the LTP covering the period 2020/21 to 2035/36 is currently in preparation and will supersede the current version.
- 6.2.83. Adopted Core Strategy Policy CS8 ‘Facilities, Services and Infrastructure Provision’ seeks to promote the development of sustainable places in Shropshire with safe and healthy communities where residents enjoy a high quality of life. In addition, Adopted Core Strategy Policy CS16 ‘Tourism, Culture and Leisure’ recognises the importance these industries play to the Shropshire economy, generating around £457m a year from around nine million visits and supports around 8,786 full time job equivalents. For this reason, Shropshire Council seeks to deliver high quality, sustainable tourism, and cultural and leisure development, which enhances the vital role that these sectors play for the local economy, benefits local communities and visitors, and is sensitive to Shropshire’s intrinsic natural and built environment qualities.
- 6.2.84. The Proposed Scheme would create capacity and reduce delays in the town centre which would benefit the town’s visitor and retail economy. Improved access for out of town shoppers and visitors would enhance the external attractiveness of the town thus supporting the continued prosperity and growth of the sector.
- 6.2.85. One of the requirements of Adopted Core Strategy Policy CS8 is to protect and enhance existing facilities, services and amenities that contribute to the quality of life of residents and visitors. Since the withdrawal of the OLR planning application and the subsequent integration of that section within the Proposed Scheme, a number of efforts have been made to ensure the design responds to the requirements of the Oxon Hall Touring Park and protects the amenity of the site.
- 6.2.86. For example, the carriageway runs in cutting to the south of the Oxon Hall Touring Park in order to limit the potential for noise pollution to be experienced at the site. In addition, a close board boundary fence is proposed between the Proposed Scheme and the Touring Park which would further aid noise attenuation.
- 6.2.87. In addition, access to and from the Oxon Hall Touring Park would be provided via the proposed Clayton Way Overbridge or, for pedestrians and cyclists, via the proposed Shepherd’s Lane Footbridge. On the south side of the Proposed Scheme, Little Oxon Lane would be connected to the proposed shared footway/cycleway. Appropriate diversions would be implemented to maintain access for users of the site to amenities to the south of the proposed alignment.
- 6.2.88. The Proposed Scheme runs to the north of the Greenhous West Mid Showground. The inclusion of the Berwick Road Roundabout in the design of the Proposed Scheme presents the opportunity to enhance access to the Showground. Improvements to the Showground entrance are proposed as

⁶ Shropshire Council (2011) Shropshire Local Transport Plan Provisional LTP Strategy 2011- 2026. Available at: <https://www.shropshire.gov.uk/media/4132/provisional-ltp-strategy.pdf>



part of the design. The inclusion of a roundabout at Berwick Road would enhance access to the Showground from locations to the northeast and west.

- 6.2.89. On this basis it is considered that the design successfully protects and enhances existing facilities, services and amenities that contribute to the quality of life of residents and visitors.
- 6.2.90. Adopted Core Strategy Policy CS13 'Economic Development, Enterprise and Employment' seeks to promote Shropshire as a business investment location and a place for a range of business types to start up, invest and grow. As set out in the response to Adopted Core Strategy Policy CS7, the Proposed Scheme creates the conditions to allow Shrewsbury to continue to develop in its role as the county town, growth point and main business, service and visitor centre for the Shropshire subregion. It aids the development of new employment land, reduces the journey times between existing employment sites to the west (Oxon Business Park) and northeast (Battlefield Enterprise Park) of the town and would contribute between 50 to 100 full time equivalent roles to the local labour market during construction. The Proposed Scheme also presents the opportunity for enhanced Information Communication Technology / Broadband infrastructure to be installed within the pavement surface, potentially allowing for improved connections between the west and northeast of the town.
- 6.2.91. In relation to Adopted Core Strategy Policy CS14 'Managed Release of Employment Land', the Proposed Scheme has the potential to unlock or improve access to employment sites. The response to Policy MD4 of the adopted SAMDev (below) lists the specific allocated sites that the Proposed Scheme would provide improved access to:
- SHR208 (north east of Churncote Roundabout);
 - SHR206 (west of the B4380); and
 - SHR207 (west of the B4380).
- 6.2.92. Adopted Core Strategy Policy CS15 relates to the 'Town and Rural Centres' sets out measures to maintain and enhance the vitality and viability of Shropshire's town centres. In particular, development which supports improvements to the accessibility of town centres, including from surrounding rural areas is encouraged by the policy. The Proposed Scheme would lead to the redeployment of a portion of town centre through traffic, reducing congestion and delays in the town centre and freeing up capacity to facilitate other planned enhancements, in accordance with Adopted Core Strategy Policy CS15.
- 6.2.93. Adopted Core Strategy Policy CS17 'Environmental Networks' aims to identify, protect, enhance, expand and connect Shropshire's environmental assets.
- 6.2.94. Adopted Core Strategy Policy CS18 'Sustainable Water Management' requires developments to integrate measures for sustainable water management to reduce flood risk, avoid adverse impact on water quality and quantity, including groundwater resources, and provide opportunities to enhance biodiversity, health and recreation.
- 6.2.95. The Proposed Scheme incorporates several Sustainable Drainage Systems (SUDS) features, as outlined in the Site-Specific FRA. Attenuation basins are proposed for all sections of new highway and their design has been informed by discussions with the Lead Local Flood Authority. In addition to managing water sustainably to reduce flood risk, they incorporate pollution prevention measures to avoid adverse impact on water quality. Pre-application consultation with Severn Trent Water Ltd has informed the design and additional mitigation measures required on site to mitigate impacts on

groundwater quality during both construction and operation. For example, the attenuation basins within the SPZs are lined with an impermeable membrane to protect the underlying groundwater body. Where appropriate, swales and permanently wet basins are proposed to exploit opportunities to enhance biodiversity, health and recreation.

6.2.96. In accordance with Adopted Core Strategy Policy CS19 'Waste Management Infrastructure', a number of circular economy design principles and practical measures have been incorporated in the design and/or included in the OCEMP for implementation by the Principal Contractor during the pre-construction and construction phases. They include:

- Design for resource optimisation: The layout and form of physical structures has been simplified as far as possible. In addition, materials with recycled or secondary content would be preferred to virgin materials where a feasible source can be identified and the relevant specification permits the use;
- The Proposed Scheme shall seek to achieve the regional aggregate recycled content of 27%, or at least the England Average of 25%;
- Design for off-site construction: where possible structural elements would be pre-fabricated off site, encouraging a process of assembly rather than construction and thus reducing waste and embedded carbon;
- Design for the future: the design of structures has paid due regard to the need for adaptation over an asset's lifetime;
- Design for recovery and reuse: where possible, secondary materials derived from excavation or demolition operations on Site would be reused. Similarly, opportunities to utilise recovered material from other nearby schemes, would be explored;
- The OCEMP includes a requirement for the Principal Contractor to develop and maintain a Site Waste Management Plan (SWMP). The SWMP provides a framework for the identification, estimation, sustainable management and monitoring of materials, arisings and waste on site;
- Site-won materials (cut) would be re-used wherever possible to reduce the quantity of imported earthworks required; and
- Construction waste would be segregated to maximise recycling and recovery opportunities and minimise the need for disposal to landfill.

6.2.97. Following the implementation of the control measures outlined above it is considered the Proposed Scheme would be in accordance with Adopted Core Strategy Policy CS19.

SamDEV (Adopted December 2015)

6.2.98. The adopted SAMDev "*sets out proposals for the use of land and policies to guide future development in order to help to deliver the Vision and Objectives of the Core Strategy for the period up to 2026*". The adopted SAMDev allocates land required to deliver 750 homes and 9-12 ha of employment land forming the Shrewsbury West SUE. It also acknowledges, at paragraph 4.165, that the "development is planned to provide a new Oxon Link Road between the A5 junction and the Holyhead Road, relieving Welshpool Road of through traffic and forming a leg of the proposed Shrewsbury North West Relief Road, which remains an aspiration of the Council". The policy support for the Proposed Scheme in both the adopted Core Strategy and adopted SAMDev is strong and on this basis, it is considered that the Proposed Scheme accords with the Development Plan in principle. The relevant policies are as follows:



MD1 – Scale and Distribution of Development
MD2 – Sustainable Design
MD3 – Delivery of Housing Development
MD4 – Managing Employment Development
MD6 – Green Belt and Safeguard Land
MD7a – Managing Housing Development in the Countryside
MD7b – General Management of Development in the Countryside
MD8 – Infrastructure Provision
MD10b – Town and Rural Centre Impact Assessment
MD11 – Tourism Facilities and Visitor Accommodation
MD12 – The Natural Environment
MD13 – The Historic Environment
MD14 – Waste management Facilities
MD15 – Landfill and Landraising Sites
S16 – Shrewsbury

6.2.99. SAMDev Policy MD1 commits that “sufficient land will be made available during the remainder of the plan period up to 2026 to enable the delivery of the development planned in the Core Strategy, including the amount of housing and employment land in Policies CS1 and CS2”. Reflective of the response above, in relation to Adopted Core Strategy Policy CS2, the proposed route of the NWRR is included on Shrewsbury’s key diagram, which sets the vision for how the town is expected to evolve by 2026. SAMDev Policy MD1 reasserts the commitment in the adopted Core Strategy to deliver the development envisaged over the plan period, which adds further policy support to the Proposed Scheme.

6.2.100. SAMDev Policy MD2 builds on the criteria set out in Adopted Core Strategy Policy CS6 in requiring that, for a development to be considered acceptable, it must:

1. “Respond positively to local design aspirations, wherever possible, both in terms of visual appearance and how a place functions, as set out in Community Led Plans, Town or Village Design Statements, Neighbourhood Plans and Place Plans;
2. Contribute to and respect locally distinctive or valued character and existing amenity value by:
 - i. Responding appropriately to the form and layout of existing development and the way it functions, including mixture of uses, streetscape, building heights and lines, scale, density, plot sizes and local patterns of movement; and
 - ii. Reflecting locally characteristic architectural design and details, such as building materials, form, colour and texture of detailing, taking account of their scale and proportion; and
 - iii. Protecting, conserving and enhancing the historic context and character of heritage assets, their significance and setting, in accordance with MD13; and
 - iv. Enhancing, incorporating or recreating natural assets in accordance with MD12. 3. Embrace opportunities for contemporary design solutions, which take reference from and reinforce distinctive local characteristics to create a positive sense of place, but avoid reproducing these characteristics in an incoherent and detrimental style.

3. *Incorporate Sustainable Drainage techniques, in accordance with Policy CS18, as an integral part of design and apply the requirements of the SuDS handbook as set out in the Local Flood Risk Management Strategy.*
4. *Consider design of landscaping and open space holistically as part of the whole development to provide safe, useable and well-connected outdoor spaces which respond to and reinforce the character and context within which it is set, in accordance with Policy CS17 and MD12 and MD13, including:*
 - i. *Natural and semi-natural features, such as, trees, hedges, woodlands, ponds, wetlands, and watercourses, as well as existing landscape character, geological and heritage assets and;*
 - ii. *providing adequate open space of at least 30sqm per person that meets local needs in terms of function and quality and contributes to wider policy objectives such as surface water drainage and the provision and enhancement of semi natural landscape features. For developments of 20 dwellings or more, this should comprise an area of functional recreational space for play, recreation, formal or informal uses including semi-natural open space;*
 - iii. *where an adverse effect on the integrity of an internationally designated wildlife site due to recreational impacts has been identified, particular consideration will be given to the need for semi-natural open space, using 30sqm per person as a starting point.*
 - iv. *ensuring that ongoing needs for access to manage open space have been provided and arrangements are in place for it to be adequately maintained in perpetuity.*
5. *Ensure development demonstrates there is sufficient existing infrastructure capacity, in accordance with MD8, and should wherever possible actively seek opportunities to help alleviate infrastructure constraints, as identified with the Place Plans, through appropriate design.*
6. *Demonstrate how good standards of sustainable design and construction have been employed as required by Core Strategy Policy CS6 and the Sustainable Design SPD”.*

6.2.101. The Proposed Scheme is considered to accord with the requirements of SAMDev Policy MD2 and relevant policies of the adopted Core Strategy, as set out earlier in this section.

6.2.102. SAMDev Policy MD3 relates to the delivery of housing, supporting the development of the allocated sites listed in policies S1-S18, within which the Shrewsbury West SUE is included at Schedule S16.1a. The policy also includes other requirements in respect of residential proposals which are not considered to be of relevance to the Proposed Scheme.

6.2.103. SAMDev Policy MD4 relates to employment development and confirms that the required development will be delivered by "permitting proposals that are sustainable development and are on committed or allocated sites (portfolio sites) identified in Policies S1 – S18 and on the Policies Map". The Shrewsbury West SUE is a committed site, providing 9-12 ha of employment land over the plan period, and is identified on the adopted Policies Map titled 'Shrewsbury Town Centre S16 Inset 1'. The Proposed Scheme would enable the delivery of this vital piece of employment land and as such is considered to be consistent with the objectives of SAMDev Policy MD4.



- 6.2.104. SAMDev Policy MD8 of the adopted SAMDev relates to existing infrastructure. Of particular relevance to the Proposed Scheme are the requirements for new development to “*demonstrate that existing operational infrastructure will be safeguarded so that its continued operation and potential expansion would not be undermined by the encroachment of incompatible uses on adjacent land*”. The Transport Assessment demonstrates that the Proposed Scheme would have a significant beneficial impact on the existing highway network and that any identified negative impacts would be suitably mitigated through the adoption of measures outlined therein.
- 6.2.105. SAMDev Policy MD8 also includes requirements relating to ‘New Strategic Infrastructure’ stating that “Applications for new strategic energy, transport, water management and telecommunications infrastructure will be supported in order to help deliver national priorities and locally identified requirements, where its contribution to agreed objectives outweighs the potential for adverse impacts”. The policy also makes clear that proposals should “clearly describe the extent and outcomes of community engagement and any community benefit package”.
- 6.2.106. Embedded mitigation has been applied in an effort to reduce the potential for adverse effects. The **ES Feb 21, SESA Aug 21** and **SEI Jan 23** assesses the significance of effects and applies appropriate mitigation measures, outlined within the OCEMP. The assessment reported in the **ES Feb 21, SESA Aug 21** and **SEI Jan 23** and Transport Assessment adheres to the criteria listed in SAMDev Policy MD8 as set out below:
- Residential and other sensitive neighbouring land uses – potential effects assessed in **SEI Jan 23 Chapters 4: Agriculture and Soils and 7: Population and Health**;
 - Visual amenity – potential effects assessed in **SESA Aug 21 Chapter 12: Landscape and Visual Impact Addendum**;
 - Landscape character and sensitivity, including impacts on sensitive skylines – potential effects assessed in **SESA Aug 21 Chapter 12: Landscape and Visual Impact Addendum**;
 - Natural and heritage assets, including the Shropshire Hills AONB (SAMDev Policies MD12 and MD13) – potential effects assessed in **SESA Aug 21 Chapters and 11: Historic Environment and Chapter 12: Landscape and Visual Addendum**;
 - The visitor and tourism economy including long distance footpaths, cycle tracks and bridleways (SAMDev Policy MD11) potential effects assessed in **SEI Jan 23 Chapter 7: Population and Health**;
 - Noise, air quality, dust, odour and vibration – potential effects assessed in **SEI Jan 21 Chapter 2: Air Quality and SESA Aug 21 Chapter 15: Noise and Vibration Addendum**;
 - Water quality and resources – potential effects assessed in **SEI Jan 23 Chapter 6: Road Drainage and the Water Environment**;
 - Impacts from traffic and transport during the construction and operation of the infrastructure development – potential effects assessed in the Transport Assessment; and
 - Cumulative impacts – potential effects assessed in **SEI Jan 23 Chapter 8: Cumulative Effects**.
- 6.2.107. Each chapter provides a summary of the likely significant effects, both beneficial and adverse, as a result of the Proposed Scheme and applies appropriate mitigation in order to reduce the significance of such effects as far as possible.
- 6.2.108. The Statement of Community Involvement confirms the extent of community engagement undertaken during the design of the Proposed Scheme.

- 6.2.109. SAMDev Policy MD11 relates to tourism, leisure and recreation development proposals in the countryside. Although the primary purpose of the Proposed Scheme is to provide a vital piece of new infrastructure, it does also offer benefits in terms of leisure and recreation. Specifically, the Proposed Scheme includes a shared footway and cycleway along its entire length and incorporates a new roundabout at its junction with Berwick Road, providing improved access to the Greenhouse West Mid Showground, the entrance to which will also be improved as part of the Proposed Scheme. For these reasons, SAMDev Policy MD 11 is considered to be of relevance to the Proposed Scheme. Of specific relevance to the Proposed Scheme is the requirement for proposals *“to be well screened and sited to mitigate the impact on the visual quality of the area through the use of natural on-site features, site layout and design, and landscaping and planting schemes where appropriate”*.
- 6.2.110. Landscaping is proposed along the length of the Proposed Scheme to ensure that the road would integrate into the landscape over time. Essential landscape mitigation measures are outlined in **SESA Aug 21 Chapter 12: Landscape and Visual Impact Addendum** and supported by the Landscape Planting Plans and include:
- Woodland planting north of the Proposed Scheme between approximate chainage 250m – 400m;
 - Shrub planting between approximate chainage 900m – 1100m;
 - Woodland planting between approximate chainage 3600m – 3800m on the south side;
 - Shrub planting between approximate chainage 4000m – 4300m; and
 - Woodland and woodland edge planting on the west side between approximate chainage 6200m – 6800m.
- 6.2.111. SAMDev Policy MD12 seeks to ensure, through applying the guidance in the Natural Environment SPD, which is detailed below, that new developments avoid harm to Shropshire’s natural assets. It also aims to achieve the conservation, enhancement and restoration of such assets. Habitats Regulations Assessments are required for all new developments likely to have a significant effect on an internationally designated site and the LPA will refuse where an adverse effect on the integrity of a designated site cannot be avoided or fully mitigated.
- 6.2.112. SAMDev Policy MD12 also seeks to ensure that proposals which are likely to have a significant adverse effect on other important natural assets will only be permitted if it can be clearly demonstrated that *“there is no satisfactory alternative means of avoiding such impacts through re-design or by re-locating on an alternative site”* and *“the social or economic benefits of the proposal outweigh the harm to the asset”*.
- 6.2.113. The natural assets referenced in the policy include:
- the special qualities of the Shropshire Hills AONB;
 - locally designated biodiversity and geological sites;
 - priority species;
 - priority habitats;
 - important woodlands, trees and hedges;
 - ecological networks;
 - geological assets;
 - visual amenity; and
 - landscape character and local distinctiveness.



- 6.2.114. SAMDev Policy MD12 goes on to require that “In all cases, a hierarchy of mitigation then compensation measures will be sought” and encourages new development which “appropriately conserves, enhances, connects, restores or recreates natural assets, particularly where this improves the extent or value of those assets which are recognised as being in poor condition”.
- 6.2.115. Potential effects on the natural assets listed in SAMDev Policy MD12 are assessed in **SEI Jan 23 Chapters 3 and Chapter 5** and **SESA Aug 21 Chapter 12**. Moreover, **Chapter 4: Consideration of Alternatives** of the **ES Feb 21** describes the various interventions adopted during the design process in order to mitigate the environmental impact of the Proposed Scheme. For example, realignments and design amendments at Willow Pool and Hencott Pool, as described in **Section 4.2** of this Planning Statement, mitigate the extent of the Proposed Scheme’s impact on natural assets including veteran trees and Hencott Pool Midland Meres Phase 2 Ramsar Site. **SEI Jan 23 Chapter 8** also assesses the potential for cumulative effects, either within the project or in combination with other projects, to impact on natural assets.
- 6.2.116. Following the application of appropriate mitigation, outlined in the **SEI Jan 23 Chapters 3** and **OCEMP**, the majority of effects would be reduced to non-significant levels, as follows:
- Loss of woodland, hedgerow, trees, scrub and grassland habitats would be mitigated through the implementation of proposals set out in the Landscape Planting Plans;
 - Disturbance to bankside habitats and siltation and runoff affecting watercourses, ponds, aquatic macroinvertebrates, macrophytes and fish would be reduced to negligible levels through the adoption of essential mitigation measures;
 - Proposed planting of amphibian terrestrial habitats, along with recommended planting of species in wet SuDS basins and the proposed GCN pond at chainage 350, would reduce loss of habitats for amphibians to negligible levels;
 - Soft start techniques, low impact piling methods and use of directional lighting – particularly near watercourses and commuting corridors, would reduce the effects of noise and lighting on fish and otters to negligible levels;
 - Vegetation clearance prior to bird breeding season and use of soft start techniques, low impact piling and directional lighting would reduce any effects on breeding and wintering birds to negligible levels;
 - Risks of injury to mammals near earthworks would be reduced to negligible levels through the application of essential mitigation including exclusion fencing and use of boards to provide safe egress for any excavations;
 - Planting to help funnel badgers towards crossing points at culverts and the Equestrian Underpass, along with planting of fruit trees and suitable habitat around the proposed replacement sett, would reduce the effects of habitat loss on badgers to negligible levels; and
 - Collision risk for birds and bats would be reduced to negligible levels through creation of hop-over planting.
- 6.2.117. With the application of essential mitigation measures, **SEI Jan 23 Chapters 3** concludes that a number of effects would remain significant albeit reduced in scale. They include noise, vibration and lighting effects during construction and resultant impact on bats and badgers and the loss of bat foraging and commuting habitats. Pre-construction planting at Clayton Way (as far as feasible), use of temporary artificial hedgerows at crossing points, and retention of dark commuting corridors for bats would reduce the effects of lighting and noise, but there would remain a significant residual effect as most of the hop-over planting for bats would not be established until after construction.

- 6.2.118. There would be reductions and increases in nitrogen deposition at certain designated sites and features during operation resulting in both minor adverse and beneficial effects.
- 6.2.119. The hierarchy of mitigation has been followed during the development of the Proposed Scheme. Where effects could not be avoided in design, secondary mitigation is proposed to reduce the significance or scale of such effects. In addition, compensation is proposed to offset unavoidable impacts, such as 4.1ha of proposed new woodland, compared to the 2.5 ha that would be lost to accommodate the Proposed Scheme.
- 6.2.120. SAMDev Policy MD13 concerns the historic environment and seeks, through the application of guidance in the Historic Environment SPD, to protect, conserve, sympathetically enhance and restore Shropshire's heritage assets. In particular, the policy requires that:
1. *"...Wherever possible, proposals avoid harm or loss of significance to designated or non-designated heritage assets, including their settings.*
 2. *Ensuring that proposals which are likely to affect the significance of a designated or non-designated heritage asset, including its setting, are accompanied by a Heritage Assessment, including a qualitative visual assessment where appropriate.*
 3. *Ensuring that proposals which are likely to have an adverse effect on the significance of a non-designated heritage asset, including its setting, will only be permitted if it can be clearly demonstrated that the public benefits of the proposal outweigh the adverse effect. In making this assessment, the degree of harm or loss of significance to the asset including its setting, the importance of the asset and any potential beneficial use will be taken into account. Where such proposals are permitted, measures to mitigate and record the loss of significance to the asset including its setting and to advance understanding in a manner proportionate to the asset's importance and the level of impact, will be required.*
 4. *Encouraging development which delivers positive benefits to heritage assets, as identified within the Place Plans. Support will be given in particular, to proposals which appropriately conserve, manage or enhance the significance of a heritage asset including its setting, especially where these improve the condition of those assets which are recognised as being at risk or in poor condition".*
- 6.2.121. The **SESA Aug 21 Chapter 11: Historic Environment Addendum** assesses the potential for, and significance of, adverse effects on designated and non-designated heritage assets as a result of the Proposed Scheme.
- 6.2.122. SAMDev Policy MD16 relates to applications for mineral safeguarding and is of relevance to the Proposed Scheme as falls within a Mineral Safeguarding Area (MSA) for sand and gravel⁷. The Proposed Scheme could be argued as being exempt from the safeguarding criteria set out in SAMDev Policy MD16 given the preferred alignment of the Proposed Scheme is included in the adopted Core Strategy and thus the development and examination of the document would have considered the sterilising effect of the Proposed Scheme on the mineral reserve prior to adoption. Notwithstanding this, it is considered that, subject to confirmation of suitability for reuse, available

⁷ Shropshire Council Mineral Safeguarding Areas Map. Available at:
<https://shropshire.maps.arcgis.com/apps/webappviewer/index.html?id=8940ff8b45bc4642ba0951bf41e0a0f2>



mineral resources on Site would be used in the construction of the Proposed Scheme thus reducing the demand for the importation of virgin materials from elsewhere. On this basis it is considered that the Proposed Scheme does not conflict with the purpose of safeguarding mineral reserves.

- 6.2.123. SAMDev Policy MD16 requires that applications for non-mineral development in a MSA include a Mineral Assessment to assess the effect of the proposed development on the mineral resource beneath the site. **SEI Jan 23 Chapter 5: Geology and Soils** comprises the Mineral Assessment.
- 6.2.124. SAMDev Policy S16.1 supplements adopted Core Strategy policy CS2 in outlining the broad Development Strategy for Shrewsbury. It plans for the provision of approximately 6,500 dwellings and 90 ha of employment land in Shrewsbury during the period 2006 – 2026 and includes the Shrewsbury West SUE, as set out in Schedule S16.1a, as one of the allocated sites intended to meet this target. SAMDev Policy S16.1 states that the development of the Shrewsbury West SUE will be supported provided that *“The development has regard to the principles of the SUE masterplans adopted by the Council and is linked to the provision of the identified infrastructure requirements, with initial planning applications accompanied by phasing and delivery strategies”*. The Proposed Scheme provides the necessary infrastructure required to enable the development of the Shrewsbury West SUE and as such is considered to accord with SAMDev Policy S16.1.
- 6.2.125. SAMDev Policy 16.1 also highlights that development proposals should have regard to, amongst other things, the aims of *“Reducing the impact of traffic and congestion in key areas, notably High Street/West End, Castle Street, Smithfield Road, Frankwell, Abbey Foregate and Castle Foregate”*. At the Bridge Street / Mardol Quay junction delays would be reduced from 1.5 minutes to 0.4 minutes in the AM peak period and from 1.2 minutes to 0.1 minutes in the PM peak. Analysis of data relating to the Smithfield Road / Raven Meadows junction reveals similar improvements, predicting a reduction from 4.4 minutes to 3.3 minutes in the AM peak period and from 0.9 minutes to 0.3 minutes in the PM peak.

Shropshire Local Plan Partial Review (Emerging Policy)

- 6.2.126. SC is currently producing a new Local Plan. The future plan will cover a period 2016 to 2036 and at present it is at a relatively early stage in its preparation.
- 6.2.127. The draft Shropshire Local Plan (2016 – 2038) was submitted to the Secretary of State for examination on 3 September 2021. The emerging local plan is yet to progress through the examination period and will not be adopted by the Local Authority prior to determination of the planning application.
- 6.2.128. Due to limited process of the draft local plan, there are currently no policies that are to be credited planning weight relevant to Scheme.

Strategic Land Availability Assessment (SHLAA)

- 6.2.129. There are three allocated SLAA employment sites that are bounded by the Scheme (each forming part of the Shrewsbury West SUE). They include:
- SHR208 (north east of Churncote Roundabout);
 - SHR206 (west of the B4380); and
 - SHR207 (west of the B4380).
- 6.2.130. In addition, there are nine long term potential SLAA employment sites would be crossed by the Scheme. The identified sites are listed below:



SHR209 (north east of Churncote Roundabout);
SHR162 (north west of the B4380);
SHR216 (north east of the B4380);
SHR100 (west of River Severn);
SHR174 (south west of Ellesmere Road Roundabout);
SHR163 (west of the A528);
SHR181 (south west of Ellesmere Road Roundabout);
SHR023 (north west of Ellesmere Road Roundabout); and
SHR186 (north east of Ellesmere Road Roundabout).

Supplementary planning documents and guidance

6.2.131. The Shropshire Supplementary Planning Document (SPD) on Sustainable Design (2011) has been considered.

OTHER PLANS, STUDIES, POLICY, GUIDANCE AND DATA SOURCES

6.2.132. The following documents has also been considered in the development of the Proposed Scheme:

- Road Investment Strategy 2015-2021
- Highways England Delivery Plan Update 2018-19
- The Marches LEP Strategic Economic Plan 2019
- Shropshire and Telford & Wrekin Minerals Local Plan (April 2000, Saved 2007)
- Design Manual for Roads and Bridges (January 2019)
- Highways England Strategic Business Plan 2015 – 2020



7. LAND INTERESTS

7.1. COMMUNICATION AND NEGOTIATIONS WITH LAND INTERESTS

- 7.1.1. For landowners to be engaged with, the Applicant first had to identify parcels of land using land referencing to determine the interests impacted by the scheme. A Red Line Boundary, in the form of a shapefile, was translated into a mapping system (webGIS). NPS data was then used to identify intersecting HMLR titles and produce parcels based on a 1:1 relationship with overlapping titles. These parcels are synchronised with an application known as 'Pinpoint' and are then assured whereby parcels were merged or split based on interest and if the title was adjacent. Upon receipt of detailed design, parcels were further split down into plots, based on land requirement type and interest. Detailed Rights interpretation was also carried out. HMLR data has been refreshed regularly over the lifecycle of the project in order to maintain an up to date dataset.
- 7.1.2. Prior to issuing documentation to any landowners, TraceIQ checks were also completed to determine any deceased parties. In July 2023 a full legal review was carried out to validate the referencing data. Table 7-1 below provides a list of those parties to be affected by the Scheme.

Table 7-1 – Compulsory Purchase Order Land Interest Parties

Statutory Undertakers
Environment Agency
National Highways
Cadent Gas
Shrewsbury Town Council/Geoffrey Michael Taylor
Midlands Property Portfolio
Network Rail
Severn Hospice Ltd
Morris Family Trust
Marches Care Ltd
Severn Trent Water
Shropshire Council
Western Power Distribution
Private Landowners
The Mayor Alderman and Burgesses of the Borough of Shrewsbury
Celia Ann Evans, Nicola Walsh, Geoffrey Michael Taylor



Julie Morris & William H C Morris
Wingfield/David Groves
Albrighton Estate David & Joyce Jagger
Mr and Mrs Barker
Berwick Estate
Messrs Phillips
Patterson Enterprise Ltd (Caravan Park)
Monte Blackburn Ltd/Euro garages
Unknown Owners

7.2. STEPS TAKEN TO ACQUIRE LAND BY AGREEMENT

7.2.1. HMLR titles are acquired through business gateway and interpreted for all relevant interests. The land is parcelled accordingly and broken down further into plots according to land requirement type based off the design. The interests within these plots are listed in schedules with a land description and then validated by the Applicant's legal team.

ENVIRONMENT AGENCY (EA)

7.2.1. Plot 531 comprises an area of woodland and the River Severn embankment. The plot is required for the development of the span of overbridge traversing the River Severn.

CONSULTATION

7.2.2. Contact has been made with the EA and land/scheme plans have been forwarded to them accordingly. No permanent land take is expected. Any rights that may need to be acquired are currently under discussion between the EA and the project team.

NATIONAL HIGHWAYS

7.2.3. National Highways own 22 plots distributed across the Scheme. Each of the plots either comprise or are adjacent to designated highways. A description of each of the plots and justification for acquisition is defined in Appendix A.

CONSULTATION

7.2.4. No consultation has been undertaken.

CADENT GAS

7.2.5. Plot 450 comprises a single brick-built gas utilities unit. Alterations to the gas unit and associated access provision is required due to the construction works on Clayton Way Overbridge and maintenance route.



CONSULTATION

- 7.2.6. Contact has been made with Cadent Gas and land/Scheme plans have been forwarded to them accordingly. Any rights that may need to be acquired are currently under discussion with Cadent and the project.

SHREWSBURY TOWN COUNCIL/GEOFFREY MICHAEL TAYLOR

- 7.2.7. Plot 925 comprises public open space, specifically playing fields, located in the north west section of Waincott Park. This contains parkland, internal park path, trees and park fence.
- 7.2.8. Acquisition is required for minor fencing realignment of Waincott Park.

CONSULTATION

- 7.2.9. Contact with the council has been made, the land to be acquired has been reduced to ensure replacement land is not required. Furthermore, mitigation has been discussed with the council with the possibility of replacement tree re-planting.

MIDLANDS PROPERTY PORTFOLIO

- 7.2.10. Parcel 755 (Plots 4-23, 4-24, 4-27, 4-25, 4-26, 4-28, 4-30, 4-31, 4-32, 4-29, 4-36) are located to the north of Hencote Farm, Hencote Lane, Cross Hill, Shrewsbury (SY4 3AA). The site is a flat field that is entirely made up of grassland which is used for silage. With regards to the NWRR project, the highway takes approximately 5 acres of permanent land and 3 acres of temporary land. Part of the bridge structure will be built on this land parcel which will allow the highway to travel over the contiguous railway infrastructure.

CONSULTATION

- 7.2.11. The Applicant has been in contact with the Midlands Land Portfolio Limited's agent dating back to the 28 April 2021, there have been numerous emails and phone calls attempting to gain a response from Simon Mole until the 13 July when negotiations were able to begin. After establishing the hourly rate to expect from this agent and the hourly rate at which SC will reimburse these fees. Progression has since been made to draft the Heads of Terms, at present, the draft Head of Terms are being finalised and will be forwarded to the agent once reviewed by the project.
- 7.2.12. Notable points are that the landowner has mentioned:
- The landowner feels that there will be restricted access into the adjacent field with the current design. Unfortunately, due to the highway design, another access gate from the road cannot be provided.
 - The land has switched ownership from Severn Trent Water to Midlands Land Portfolio Limited, a subsidiary of the former, as they intend to build a number of houses here post Scheme completion. The landowners are generally supportive of the Scheme as this will greatly benefit the future plans for this site
 - Overall, the landowner is committed to enter into negotiations and SC is looking to agree an early land purchase. Negotiations are continuing and the project are drafting Heads of Terms prior to any agreement being made.

NETWORK RAIL

- 7.2.13. Parcel 751 (plots 4-17, 4-22) is Network Rail's operational infrastructure, being the Shrewsbury to Chester railway line, and public footpaths (0443/94/1 and 0443/95/1) over their bridge. The Scheme



is proposing to take approximately 0.2 acres of permanent land, for the bridge's foundations, and 1.2 acres of temporary land during construction.

CONSULTATION

- 7.2.14. The Applicant has been in consultation with Ian Smyth and Chris Prosser of Network Rail with regards to the design of the highway over the railway infrastructure. For the land purchase agreement Network Rail have not been able to actively engage with discussions due to a lack of responses. The contact for land negotiations is Howard Williams-Jones who has been sent numerous emails from May to July with only one response on the 2 June 2021 advising they will revert in due course. This response was not received. The Applicant has since obtained a dedicated point of contact and will continue engagement to ensure Heads of Terms can be issued prior to the CPO submission.

SEVERN HOSPICE LTD

- 7.2.15. The Severn Hospice parcel comprises Plots 315 (plots 2-09 & 2-10), 350 (plot 2-12), 365 (2-14), this contains an access point to The Uplands Marches Care.
- 7.2.16. The parcel is required for:
- The redevelopment of Clayton Way and connection to the new Oxon Touring Park access (Permanent acquisition).
 - The improvement to the Upland access point (Temporary acquisition).

CONSULTATION

- 7.2.17. The Applicant has been in contact with the landowner during various stages of the Scheme to mitigate potential impact and agree appropriate accommodation works. Land take plans have been provided to the landowner and discussions with the landowner have enabled the project to implement appropriate mitigation to minimise the impact the Scheme and immediate works at this location would have on restricting access into the landholding. SC has been able to confirm to the landowner that the works will not restrict vehicular access into the landholding and are progressing assessments on whether any additional improvements to the access into the Hospice can be made without restricting access.
- 7.2.18. The project has been able to agree a temporary access route during construction with the landowner which meets the requirements of the hospice. The project team are also in discussion with the hospice and are assessing whether the mature tree positioned in the ownership boundary of the hospice can avoid being fell as a result of an alternative construction working regime.

MORRIS FAMILY TRUST

- 7.2.19. Plot 515 (plots 2-51 & 2-52) comprises agricultural land over which organic farming methods of crop and livestock production are applied.
- 7.2.20. The parcel is required for:
- The creation of the new alignment of B4380 (Permanent acquisition).
 - The creation of a new field access point to B4380 (Temporary acquisition).



CONSULTATION

- 7.2.21. The landowner has been engaged at various stages throughout the Scheme to mitigate potential impact. Land plans were provided to form the basis of acquisition negotiations. Comparable evidence of land sales in the locality have been collected and analysed by the project. The landowners' agent has been resistant to undertaking land acquisition negotiations until a Scheme design query had been resolved. Negotiations surrounding land acquisition values have begun and are ongoing with the agent.

MARCHES CARE LTD

- 7.2.22. Plots 380 (plots 2-17, 2-20, 2-25, 2-27) and 385 (plots, 2-18, 2-19, 2-21, 2-22, 2-26) comprises grass verge/shrubland and bell mouth access from Clayton Way.
- 7.2.23. The plots are permanently required for the widening of the existing highway and realignment of the existing junction.

CONSULTATION

- 7.2.24. The Applicant has been in contact with the landowner during various stages of the Scheme to mitigate potential impact and agree appropriate accommodation works. Land plans have been provided to the landowner and discussions with the landowner have enabled the project to design and develop a temporary access route through SC land into the landholding. This will enable access into the landholding during the works to Clayton Way and the works to the current bell mouth access, which will be restricted. The information has been shared with the Marches Care who do not have any other issues in relation to access restrictions.
- 7.2.25. Negotiations are ongoing in relation to the further accommodation works including replanting the Marches Care hedgerow.

SEVERN TRENT WATER

- 7.2.26. Parcels 520 (Plots 2-58, 2-59, 2-63) and 670 (Plots 2-88, 2-89, 2-92, 2-93, 2-95) are both impacted by the Scheme. Parcel 520 is known as Shelton Water Works and River Intake Works, Shelton. This is Severn Trent Water's main operational site where their offices are based and there is a reservoir. Parcel 670 is the Shelton Water Works and River Intake Works, Shelton, Shrewsbury. This is made up of an access track and a building for their operations.
- 7.2.27. The NWRR highway plans to permanently take approximately 0.1 acres and approximately 0.3 acres temporarily of Severn Trent Water's site.
- 7.2.28. The parcel is required for:
- The construction of the NWRR Scheme and associated embankment (permanently required).
 - The realignment of existing Severn Trent Water access track. Connection with riverbank protection works (temporary acquirement).
 - The construction of the NWRR Scheme (permanent acquisition).
 - Temporary use to construct "set back" field gate (temporary acquisition).
 - Temporary use to include compound storage (temporary acquisition).
- 7.2.29. Parcel 780 (Plots 5-02 to 5-10, 4-33 to 4-36), southwest of Hencott Pool, currently used for agricultural purposes, is included for the proposed shelter belt tree planting along the northern edge of the NWRR.



CONSULTATION

- 7.2.30. There has been consultation with Severn Trent Water for a long period of time and there is currently an informal agreement for a land swap. As part of parcel 520 will be needed by the NWRR, Severn Trent Water have suggested that they will be willing to transfer this site in exchange for some of SC's land at parcel 213. The landowner is planning to build a reservoir at their main site, parcel 520, which will require additional land to what they currently own and it is convenient timing for both parties. At the present, WSP is waiting for the outline design for this reservoir which was advised to be available at the beginning of September 2021. This has not yet been provided by the landowner and is being sought after.
- 7.2.31. The landowner's agent, Richard Fisher of Fisher German, is the point of contact for the land negotiations. At the present, Richard has joined the discussions relatively late on and was briefed on the Scheme on the 19 August 2021. Since then, discussions have been on going as SC has been waiting to hear from Mr Fisher regarding the following points:
- Are Severn Trent Water still wishing to progress with the land swap arrangement given the NWRR's proposals are taking more land than initially thought?
 - Is the outline design of the new reservoir ready to be provided?
 - Would access from Holyhead Road to the rear of STW's site be possible during construction and for how long?
- 7.2.32. Further to the above, the project team has been informed by Severn Trent Water that they would require the need to acquire land from SC at this location to deliver their reservoir extension works. Negotiations are ongoing with Severn Trent Water's agents at Fisher German. Following a meeting in February 2024 the project is awaiting a revised layout plan for the proposed new reservoir for Severn Trent Water that would show the extent of land required from SC in this area.

NATIONAL GRID ELECTRICITY DISTRIBUTION (NGED)

- 7.2.33. Parcels 405 (plot 2-23) and 645 (plot 2-82) are both impacted by the NWRR's land take proposals.
- 7.2.34. Parcel 405 is a small electricity substation off of Clayton Way, Shrewsbury. This is located in the verge of the public highway and will need to be relocated due to proposed access onto the NWRR.
- 7.2.35. Parcel 645 is a parcel of land that comprises vegetation and woodland. It is located off Shelton Lane, Shelton, Shrewsbury, and has public bridleway (0443/34A/2) running along its boundary. This land was purchased by NGED with the intention of developing an electricity substation, however there is no planning permission in place and a planning application has not been submitted so this site cannot be considered as having development potential currently. With the topography of Shelton Lane being narrow and steep, it is deemed unlikely that planning permission would be granted should this be sought.
- 7.2.36. The proposed land acquisition of this site is approximately 0.6 acres of permanent land from parcel 645 and the entirety of parcel 405 of 7m².

CONSULTATION

- 7.2.37. There have been ongoing discussions with NGED since the 22 April 2021 when a meeting was held with the key landowner contacts; Ian Brown, Peter Burgess and Kevin Hare. This meeting highlighted that instead of pursuing the development of parcel 645, NGED was keen to take part of SC's parcel 213 (plots 2-24, 2-28, 2-36, 2-37, 2-40), which has a better access route from Clayton



Way, and open negotiations for parcel 645 as a result. From this meeting the landowner advised that they would send across a design for this electricity substation off Clayton Way which would include the access, egress, scale, size and ducts etc. It was also mentioned that a 33kv cable would come from their existing local power supply in Uffington, down the new NWRR highway, and into this newly proposed substation. At the present, SC is yet to receive this information which is needed to continue the negotiations. Although, SC has been actively cooperating with WPD, such as supplying survey information which has been gathered of parcel 213 on the 22 June 2021. Further information regarding the requirements for land off Clayton Way has now been received from NGED and negotiations are ongoing.

- 7.2.38. For parcel 405, SC has been actively engaging with the landowner to relocate this substation and create an easement for them to provide maintenance access. On the 2 September 2021, a meeting was held with Shropshire Council's Estate Team to propose the ideas of the easement off Clayton Way. It was suggested by SC that the current proposal may provide too much land to NGED which could contradict the main principle of compensation. The Applicant will revert back to the landowner to suggest moving the relocated substation closer to the public highway, being Clayton Way, so less land is liable to SC.

THE MAYOR ALDREMAN AND BURGESSES OF THE BOROUGH OF SHREWSBURY

- 7.2.39. Plot 920 (plot 5-20) comprises designated public open space as part of Waincott Park.
- 7.2.40. The plot is required for minor fencing realignment as a means of securing space for the necessary visibility splays for the Harlescott Lane and Ellesmere Road junction.
- 7.2.41. The project team has met with Shrewsbury Town Council who have discussed their concerns, and which have stated that they will be formally objecting to the Council's requirements to acquire public open space. Though have suggested that they are able to discuss accommodation works resulting from the impact the acquisition will have on the retained area of public open space.

CONSULTATION

- 7.2.42. No consultation has been undertaken.

CLINATOL INVESTMENTS LIMITED

- 7.2.43. Plot 1180 (Plot 2-54) comprises agricultural land over which organic farming methods of crop and livestock production are applied.
- 7.2.44. The Scheme requires the relocation of the field access point.

CONSULTATION

- 7.2.45. Details of an agent representing the landowners was received by the project team. Despite multiple attempts to engage with the agent, no response was forthcoming. Letters have been issued to the landowners to endeavour to stimulate engagement surrounding land acquisition, no response has yet been received. Desktop research has been undertaken to try and establish contact details, no meaningful results were found. Further attempts to contact and engage the landowners will continue to be made.

JULIE MORRIS & WILLIAM H C MORRIS

- 7.2.46. Parcel 481 (plot 2-49) comprises agricultural land over which organic farming methods of crop and livestock production are applied.

7.2.47. The plot is required for minor earthwork development during the construction period only.

CONSULTATION

7.2.48. The landowner has been engaged at various stages throughout the Scheme to mitigate potential impact. Land plans were provided to form the basis of acquisition negotiations. Comparable evidence of land sales in the locality have been collected and analysed by the project team. The landowners' agent has been resistant to undertaking land acquisition negotiations until a Scheme design query had been resolved. Negotiations surrounding land acquisition values have begun and are ongoing with the agent.

WINGFIELD/DAVID GROVES

Land comprises multiple parcels (6 (plots 1-06 & 1-07), 45 (plots 1-03, 1-04, 1-08, 1-09), 56 (plot 1-13), 65 (plots 1-11, 1-16, 1-17, 1-22), 145 (plot 1-23)) used as agricultural land over which conventional farming methods of crop and livestock production are applied. The area to the south west of the A5 Churncote Roundabout comprises an area of woodland.

7.2.49. The plots are required to facilitate the redevelopment of Churncote Roundabout, including the widening and realignment of the current four-arm junction to include the new fifth arm. The plots would also include sufficient area to construct two attenuation ponds.

CONSULTATION

7.2.50. The Applicant has engaged with the landowner's representative during various stages of the Scheme. Land take plans have been provided to the agent acting on behalf of the landowner and progression is being made on the agreement of land values. Comparable evidence has been shared by both the Applicant's agent and the landowner's agent, and negotiations are progressing to agree the appropriate sum per acre.

7.2.51. The project team is reviewing the recently renegotiated s106 agreement which should clarify that the land subject to being acquired will actually transfer to the Council for a nominal sum of £1 as opposed to being needed to being acquired by agreement.

ALBRIGHTON ESTATE DAVID & JOYCE JAGGER

7.2.52. Plots 790 (plots 5-37, 5-38, 5-39, 5-40, 5-41) and 810 (plots 5-11, 5-12, 5-13, 5-14, 5-15, 5-16, 5-18, 5-22), the land comprises agricultural land over which conventional farming methods of crop and livestock production are applied.

- Permanent acquisition is required for the operation of the new adopted highway.
- Temporary acquisition required for the construction of the NWRR carriageway and development of the new roundabout east of Ellsemere Road Roundabout.

CONSULTATION

7.2.53. The landowner has been engaged at various stages throughout the Scheme to mitigate potential impact. Land take plans were provided to form the basis of acquisition negotiations. Comparable evidence of land sales in the locality were provided by the project and the landowners agent, these transactions were analysed, and further negotiation undertaken to reach a potentially mutually agreeable sum per acre. Draft Heads of Terms have been drafted but not yet issued to the landowner's agent. These will be issued following confirmation of the land areas to be acquired.



MR & MRS BARKER

7.2.54. Plot 750 (plots 4-01, 4-05, 4-10, 4-11, 4-12, 4-14, 4-15, 4-16, 4-20, 4-21, 3-33, 3-35, 3-36, 3-37, 3-38) comprises agricultural land over which organic farming methods of crop and livestock production are applied:

- Required for the permanent alignment of the Scheme and overbridge at Marches Way, including associated embankment works
- Temporary acquisition is also required for a haul road and access.

CONSULTATION

7.2.55. The landowner has been engaged at various stages throughout the Scheme to mitigate potential impact. Land take plans were provided to form the basis of acquisition negotiations. Attempts to progress voluntary acquisition negotiations have been made, the landowner and their agent were reluctant to enter into negotiations whilst a historic compensation claim was still under negotiation. Attempts were made by the project team to separate these two discussions to maintain momentum, this was met with resistance by the landowner. The compensation claim has now been resolved and further attempts to engage the landowner have been made. Meetings have been held with the landowner and their agent in 2023 to further discuss mitigation works. Some discussion has taken place around land values and negotiations are ongoing.

BERWICK ESTATE

7.2.56. Land comprises multiple plots (360, 530, 540, 565, 685, 700, 740(plots 2-100, 2-101, 2-102, 2-103, 2-104, 2-105, 2-106, 2-107, 2-108, 2-109, 2-110, 2-111, 2-112, 2-113, 2-114, 2-115, 2-116, 2-117, 2-118, 2-119, 2-120, 2-55, 2-57, 2-61, 2-62, 2-65, 2-66, 2-67, 2-68, 2-69, 2-70, 2-71, 2-72, 2-73, 2-74, 2-75, 2-76, 2-77, 2-83, 2-84, 2-85, 2-86, 2-87, 2-90, 2-91, 2-94, 2-96, 2-97, 2-98, 2-99, 3-01, 3-02, 3-03, 3-04, 3-05, 3-06, 3-07, 3-08, 3-09, 3-10, 3-11, 3-12, 3-13, 3-14, 3-15, 3-16, 3-17, 3-18, 3-19, 3-20, 3-21, 3-22, 3-23, 3-24, 3-25, 3-26, 3-27, 3-28, 3-29, 3-30, 3-31, 3-32, 3-34, 4-02, 4-03, 4-04, 4-06, 4-07, 4-08, 4-09, 4-13)) used for agricultural land over which organic farming methods of crop and livestock production are applied.

CONSULTATION

7.2.57. The landowner has been engaged at various stages throughout the Scheme to mitigate potential impact. Land take plans were provided to form the basis of acquisition negotiations. Comparable evidence of land sales in the locality have been collected and analysed by the project. Negotiations surrounding land acquisition values have begun and are ongoing with the agent.

MR/MRS PHILLIPS

7.2.58. Plot 780 (plots 4-33, 4-34, 4-35, 4-36, 5-02, 5-03, 5-04, 5-05, 5-06, 5-07, 5-08, 5-09, 5-10) comprises agricultural land over which conventional farming methods of crop and livestock production are applied.

7.2.59. The plot is required for:

- The construction of basin track and surrounding land is proposed here because the basin is tight to the new road and a pedestrian track is also needed for maintenance to Hencott Culvert (permanent acquisition).



- The construction of a bridge, which will be providing access between two fields to provide access post Scheme opening (temporary acquisition).
- The construction of "set back" field gate. Request to provide field gate on the opposite side of the road has been rejected due to road safety concerns and the need to only provide gates where absolutely necessary (temporary acquisition).

CONSULTATION

- 7.2.60. The Applicant has engaged with the landowner's representative during various stages of the Scheme. Land take plans have been provided to the agent acting on behalf of the landowner and progression is being made on the agreement of land values. Comparable evidence has been shared by both the Applicant's agent and the agent and negotiations are progressing to agree the appropriate sum per acre. Heads of Terms have been drafted however prior to sharing these with the landowner's agent will need to renegotiate the land take value which will need to reflect any change in the Market and its potential impact on the arable land value per acre.

PATTERSON ENTERPRISE LTD

- 7.2.61. Parcel 250 (plots 1-48, 1-49, 1-51, 1-55) comprises the boundary and access point to the Oxon Touring Park. This includes internal access roads, trees and hedges.
- 7.2.62. The plot is required for:
- for the construction of new access route to Oxon Touring Park (permanent acquisition).
 - the realignment the site access road (temporary).
 - the construction pedestrian link into the site (temporary)

CONSULTATION

- 7.2.63. Contact has been made with the landowner to progress discussions for an early land purchase agreement. Negotiations have not progressed with the landowner as the landowner is keen to only commence negotiations regarding an early land purchase agreement when the project is in a position to respond to the landowner's objection to the Scheme's planning application.
- 7.2.64. The project team is reviewing the recently renegotiated s106 agreement which should clarify that the land subject to being acquired will actually transfer to the Council for a nominal sum of £1 as opposed to being needed to being acquired by agreement.

MONTE BLACKBURN LTD/EURO GARAGES

- 7.2.65. Parcel 126 (plot 1-14), land comprising grazing farmland and bounded by hedgerow to the north and west separating for the A5 and Welshpool Road. The plot contains two columns supporting overhead lines.
- 7.2.66. The parcel is required to facilitate the redevelopment of Churncote Roundabout, including the widening and realignment of the current four-arm junction to include the new fifth arm.

CONSULTATION

- 7.2.67. The Applicant has been in contact with landowner during various stages of the Scheme. The Applicant's agent had agreed to assess the landowners' planning application for their development site (adjacent to Welshpool Road) and understand whether the NWRR Scheme design could be amended to reflect the access requirement along Welshpool Road for vehicles accessing the development site from the A5 Churncote Roundabout. The Applicant has shared the Scheme



design with the landowners and in return are awaiting the landowner to do the same. The Applicant has made attempts to obtain a response from the landowner and are yet to hear from them.

W&G PHILLIPS

- 7.2.68. Parcel X east of Hencott Pool, currently used for agricultural purposes, is included within the proposed desisting of agricultural activities around Hencott Pool as part of the nitrogen mitigation.

CONSULTATION

- 7.2.69. With regards to the land south of Hencott Pool, meetings were held with the impacted landowner between December 2022 and early January 2023. During the meetings the background to the proposals to take the land to the east / south-east of Hencott Pool out of agricultural use were explained. It was also confirmed that the mitigation could be delivered through a negotiated section 106 agreement where the landowner retain that land, or the land could be acquired by negotiation or through powers of compulsory acquisition as essential mitigation to enable the construction and operation of the proposed development.
- 7.2.70. The key issues raised by the landowner included:
- They would need to see the technical assessment report and would be scrutinising it, including understanding the relative impacts of the different plots of land on Hencott Pool.
 - Allowing the land to re-wild could result in a very poor environment where weeds established, and this could be detrimental to Hencott Pool.
 - They would like to understand what activity could still be undertaken on the land as an alternative to the current proposals to stop agricultural activity and allow the land to be left to re-wild.
 - The fields around Hencott Pool could offer biodiversity net gain (BNG) potential for future development sites and they would be concerned if the proposals prevented this use in the future.
 - Could future alternative uses include regular hay production which might or might not be from a meadow habitat or woodland planting.
 - Subject to establishing alternative uses the preference would be to retain ownership of the land.
- 7.2.71. Subsequently, the landowner was sent the detailed assessment reports in February 2023 and no comments or queries have been received to date.
- 7.2.72. More recently the landowner has been advised that a list of alternative uses drawn up by the applicant has been agreed by NE as being appropriate. These include some of the specific uses mentioned by the landowner including Bio-diversity Net Gain and solar farms and are included in the Section 106 Heads of Terms for the Hencott Pool Mitigation Land.
- 7.2.73. The landowner has also been advised that the applicant will continue work on the refinement of the methodology to try to reduce the level of land take and once progress has been made on this, meetings to progress the negotiations will be held.

UNKNOWN OWNERS

- 7.2.74. Plot 2810 is of an unknown landowner. This triangle of land comprises grass verge adjacent to Ellesmere Road. It is assumed to be unprocessed National Highways land.
- 7.2.75. The parcel is required to facilitate the redevelopment of Churncote Roundabout, including the widening and realignment of the current four-arm junction to include the new fifth arm.



- 7.2.76. Plot 2895 is of an unknown landowner. It is a small triangle of land is part of adjacent woodland off Shelton Lane, close to the junction with Holyhead Road. It is likely to be owned by an adjacent freeholder although the Land Registry titles do not show this.
- 7.2.77. This parcel is adjacent to road widening at Shelton Lane, and may be able to removed from the Order.



8. PLANNING POSITION

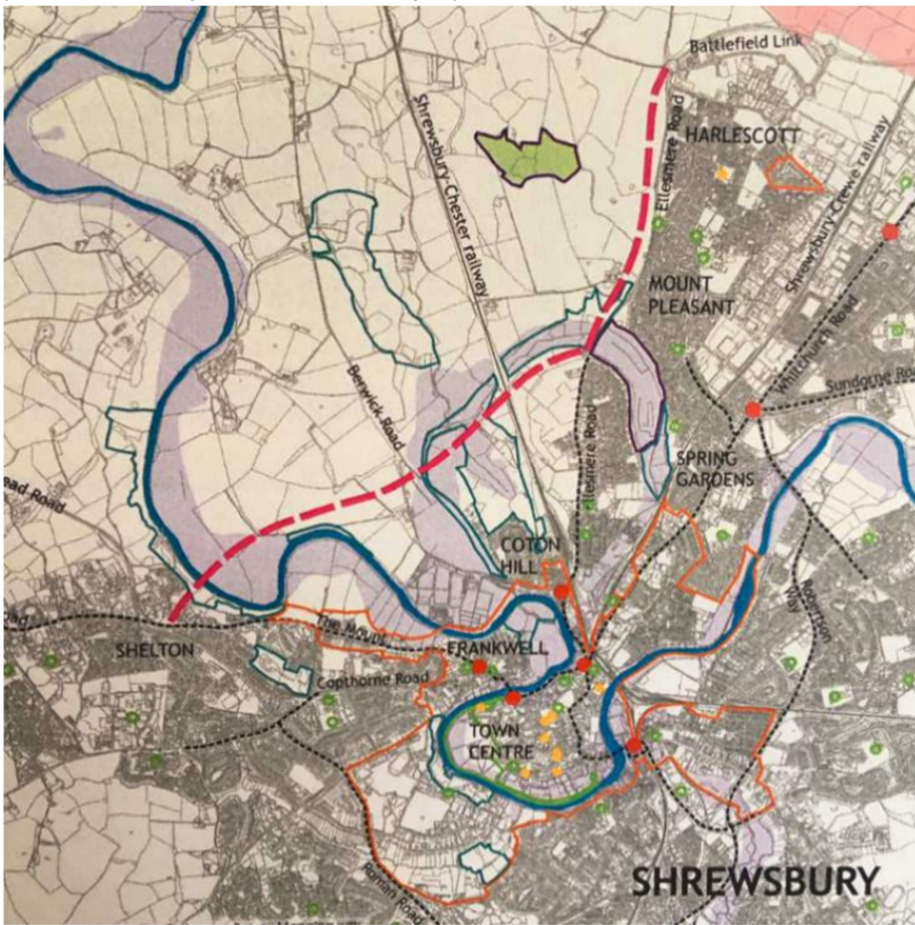
8.1. SCHEME HISTORY

- 8.1.1. The construction of a North West Relief Road (NWRR) in Shrewsbury has been discussed as a possible means of addressing transport issues facing the town for over 30 years. A number of potential route options were identified in 1988. A further two route options were identified in 1991, both running between the A5/A458 at Shelton and the A528 Ellesmere Road and incorporating a link to Spring Gardens. One of the options (Red route + C3) included for the online improvement of A528 Ellesmere Road to Harlescott Lane.
- 8.1.2. Following further options assessment work in 1994 and 1997, a report was presented to Shropshire Council's Environment Planning and Transport sub-committee in February 1997 recommending that the NWRR should be developed as a single carriageway road, without the Ellesmere Road-Spring Gardens link. As a result, Shropshire Council's Transport Policies and Programme confirmed that the NWRR *"should not include a link between Ellesmere Road and Spring Gardens, as this would be difficult to justify in economic terms"*.
- 8.1.3. As set out in the Options Assessment Report, which accompanied the Outline Business Case (OBC) submission in 2017⁸, a comprehensive options appraisal exercise was undertaken between 2000 and 2003 in order to determine whether there were any viable alternatives to constructing a new road and to identify which routes would be most acceptable to local people and stakeholders. A number of road-based options were considered, including a new road within the corridor protected in the adopted Shrewsbury and Atcham Local Plan 2001, route options previously considered and additional route options identified by consultees.
- 8.1.4. In terms of alternatives to a new road, options considered included:
- Development of a light rail or guided bus transit system;
 - Improvements to the existing bus network;
 - Improvements in the existing passenger rail system;
 - Investment in cycling infrastructure;
 - Investment in pedestrian infrastructure;
 - HGV improvements, including rail freight;
 - Demand management measures, including car park pricing strategy, traffic management and travel plans for schools and businesses; and
 - A package of measures to encourage non-car use including investment in bus, rail, cycling and walking facilities.
- 8.1.5. A number of opportunities presented by the construction of the NWRR, including improved access to the rail station; bus priority measures; and enhanced pedestrian and cycle facilities were also taken into account in the assessment.
- 8.1.6. The overall conclusion was that non-road options alone would be unlikely to deliver equivalent benefits to the NWRR but that a package of demand management measures, including road pricing and investment in alternative modes, especially public transport, could have a significant impact and

⁸ WSP (on behalf of Shropshire Council), 2017, Shrewsbury North West Relief Road: Outline Business Case. Available at: <https://www.shropshire.gov.uk/media/8939/shrewsbury-nwrr-obc-34-web-version.pdf>

would be worth investigating. It was also concluded that the NWRR could itself provide significant opportunities for the delivery of improvements in non-car accessibility.

Figure 8-1 – NWRR corridor protected in 2001 Shrewsbury and Atcham Local Plan 2001 (taken from 2017 Options Assessment Report)





- 8.1.7. Public and stakeholder consultation followed the conclusion of the options appraisal in 2003. A summary of the key findings from the 2003 consultation is reported in the 2017 Consultation Report⁹, which also accompanied the OBC submission:
- “A majority of people agreed that there are traffic problems in Shrewsbury which need to be addressed. There was an overall majority in favour of a NWRR in principle, although there was also strong support for examining alternative routes. Other measures, such as better public transport and improved pedestrian/cycling access, also received a high level of support. The consultation also showed that an overwhelming majority of local people place a high value on the environment in and around Shrewsbury, and that support for the principle of a NWRR would increase slightly if people were satisfied that the environment and landscape would be protected”.*
- 8.1.8. Following the 2003 consultation, a short list of possible routes was developed, in an effort to reflect the wide range of views and suggestions received from consultees and stakeholders.
- 8.1.9. A further phase of public consultation was carried out in May 2005 to update members of the public on the technical review of the shortlisted options and to determine the level of support for, and opposition to, the various options, including non-road options. A total of 1,165 questionnaires were returned in response to the consultation. 77% of respondents agreed there are traffic problems in Shrewsbury which need to be addressed and 53% agreed or strongly agreed that a NWRR should be promoted to address the problems. There was also general support for walking, cycling and improvements to buses and Park & Ride facilities, however, road charging, as an alternative to building a new road, was supported by only 32% of all respondents.
- 8.1.10. People were also given an opportunity to rank their preferred route in order of first, second and third choice or to reject any of the options entirely. The ‘Green Route’ received the highest levels of support, with 43% of respondents making it their first or second choice, and only 22% rejecting it. 32% of respondents favoured the Red route as their first or second choice and 20% preferred the Black Route. 37% of respondents stated as their first choice that they would prefer no new road to be built at all. Whilst noting that over a third of respondents were opposed to the NWRR, it was concluded that a NWRR should be taken forward, as part of a wider package of measures.

Figure 8-2 – Modified Black Route (Preferred route) (taken from Options Assessment Report 2017)

⁹ WSP (on behalf of Shropshire Council), 2017, Shrewsbury North West Relief Road: 2017 Consultation. Available at: <https://shropshire.gov.uk/media/8955/appendix-b-shrewsbury-nwrr-public-consultation-report-december-2017.pdf>



- 8.1.11. The Green, Black and Red routes were subject to further detailed assessment for the purposes of defining a preferred route. Following assessment against a number of environmental criteria, the Black route was considered to be preferable in terms of its likely impact on landscape, biodiversity and flood risk compared to the other options. Subject to final minor modifications, the Black route was selected as the preferred route, as shown in **Figure 8-2**.
- 8.1.12. As discussed in the Options Assessment Report, since the 1990's the appraisal of a NWRR has *"never been seen as an alternative to other initiatives to manage demand and improve accessibility and the environment, but always as a longer-term component of an integrated transport strategy"*. Following the confirmation of the preferred route in 2007, Shropshire was one of ten local authorities to take part in the Government's 'Transport Innovation Fund' (TIF) initiative, which was aimed at encouraging the development of smarter and more innovative transport strategies, including the consideration of road pricing.
- 8.1.13. Shropshire Council tested a package of innovative measures for Shrewsbury, including:
- a NWRR (based on the 2007 preferred route);
 - a "first class public transport system" with new buses, improved services and new passenger facilities;
 - flexible road pricing (tolling on town centre approaches and, as an option, on the NWRR); and environmental and other improvements, especially in the historic town centre.
- 8.1.14. Whilst the TIF study demonstrated that a road pricing scheme could reduce traffic and congestion in the town centre, improve accessibility and encourage more people to use more sustainable forms of transport, it also confirmed that:



- any of the road pricing options considered performed significantly less well in terms of their benefit to cost ratio;
- a scheme with town centre charging only could not be relied on to work in cash flow terms, either with or without a NWRR;
- a TIF package with town centre road pricing, a tolled NWRR and improved public transport would be marginal in cash-flow terms and there is a risk that projected surpluses might not be achieved; and
- there is no evidence of public support for a road pricing scheme.

8.1.15. For these reasons, Shropshire Council concluded in January 2007 that:

- road pricing was not a viable alternative to a NWRR;
- road pricing in combination with a NWRR would not be financially viable;
- the preferred NWRR scheme should be progressed, alongside a broader package of measures (excluding pricing) to reduce congestion and encourage sustainable transport (this led to the development of a new Shrewsbury Integrated Transport Plan (SITP)).

8.1.16. The preferred route was presented to members of the public during consultation running between March and April 2010. The primary objective of the consultation was to gauge the level of public support for the NWRR. There were 1,119 responses received via postal and online questionnaires, in addition to 878 responses from the Shropshire Citizens' Panel. Overall, 59% thought that the NWRR should be built compared to 33% who were opposed to it.

8.1.17. A further phase of consultation was carried out in 2017 as part of the preparation of an OBC submission to the Department for Transport (DfT) to secure funding for the NWRR. The purpose of the consultation was to act as an update for members of the public given the time that had lapsed since the previous consultation in 2010, to gauge the current level of support for the scheme and to obtain up to date information and requirements from key stakeholders and landowners. Overall, 67.5% of those who responded to the 2017 consultation thought that the NWRR should be built compared to 30.3% who were opposed to it.

8.1.18. The OBC for the Proposed Scheme was submitted to the DfT in December 2017. Following the DfT's assessment of the OBC, the award of funding and Large Local Majors Fund Programme Entry Offer was confirmed on 21st March 2019 with £54.4m towards the estimated cost in OBC of £71.4m being offered as a Capital Grant.

OXON LINK ROAD

8.1.19. The preferred alignment for the NWRR, as shown in **Figure 8-2**, included a link from the A5/A458 Churncote Roundabout to the B4380 Holyhead Road. Despite originally being envisaged as part of a combined NWRR scheme, this section was included as a separate scheme in the Marches Strategic Economic Plan¹⁰, and has historically been referred to as the Oxon Link Road ('OLR'). The OLR is an integral part of the Shrewsbury West SUE, which comprises the development of 750 new homes and 12 ha of employment land. The Shrewsbury West SUE is identified in the Shropshire

¹⁰ The Marches Local Enterprise Partnership, 2014, Strategic Economic Plan. Available at: <https://www.lepnetwork.net/media/1100/the-marches-sep.pdf>

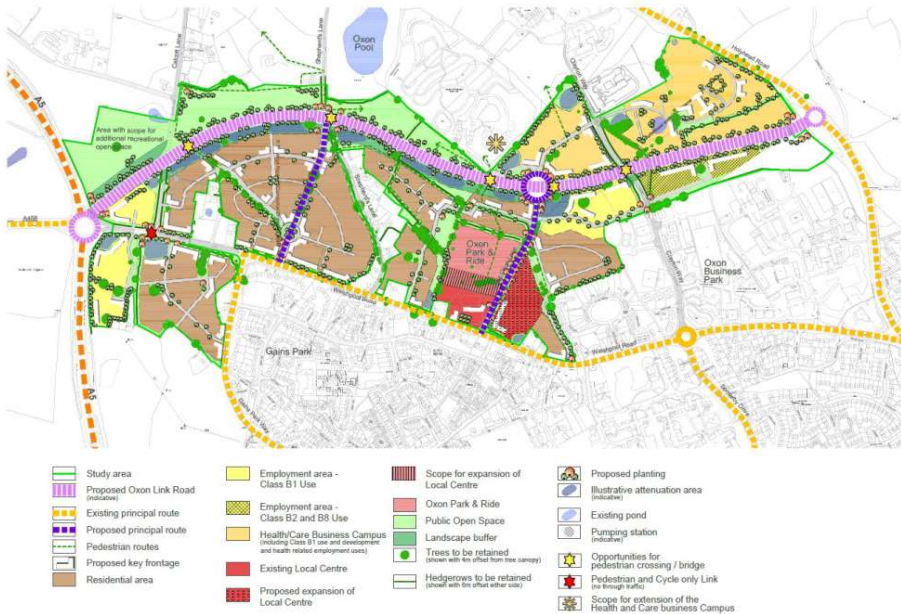


Local Development Framework (LDF) adopted Core Strategy¹¹ (“the adopted Core Strategy”) as a strategic location for development to help to meet the housing and employment needs of the town.

- 8.1.20. The extent of the Shrewsbury West SUE and the general layout of development is detailed in **Figure 8-3** below. The indicative line of the OLR is identified by the purple line in this figure and the alignment of the NWRR closely follows this routing.
- 8.1.21. As demonstrated on **Figure 8-3**, the OLR development was proposed to facilitate a number of the developments identified in the SUE Masterplan, namely:
- Residential areas;
 - The Health Care Business Campus;
 - Public Open Space areas;
 - Employment Areas (for B2-B8 Uses);
 - Employment Areas (for B1 Use); and
 - Local Centre expansion.
- 8.1.22. The OLR is part funded by the SUE West developers and the Growth Deal/Midlands Engine Fund via the Marches Local Enterprise Partnership (‘LEP’). To secure Growth Deal funding, Shropshire Council submitted a transport business case to The Marches LEP demonstrating how the OLR would support the delivery of long-term economic growth for Shrewsbury in a sustainable way.

Figure 8-3 – Shrewsbury West Sustainable Urban Extension Masterplan (2013)

¹¹ Shropshire Council, 2011, Shropshire Local Development Framework (LDF) adopted Core Strategy. Available at: <https://shropshire.gov.uk/media/8534/core-strategy.pdf>



8.1.23. An application for full planning permission for the OLR scheme was submitted in July 2018. The proposed development was described as:

“Construction of two-lane carriageway (approx. 1.7km) with a combined use footway/cycleway and grass verges; sections of the scheme will be on embankment and in cutting as well as at existing ground level; re-construction of existing A5 Churncote roundabout to accommodate the link road and two new roundabout junctions constructed at the intersection with Little Oxon Lane and the B4380 Holyhead Road”

8.1.24. The award of funding for the NWRR increased the prospects of that element of the Proposed Scheme being delivered and, given the two sections are intrinsically linked, Shropshire Council took the decision to withdraw the planning application for the OLR in August 2019, pending consideration of the combination of the two schemes. On 16th December 2019, Shropshire Council Cabinet approved a proposal for the combination of the NWRR and OLR into one project.

DESIGN CHANGES TO THE COMBINED SCHEME

8.1.25. There have been a number of changes to the design of the NWRR since the submission of the OBC in December 2017. In particular, a number of changes were made as a result of comments received during the planning application consultation process for the OLR, including:

- Removal of the five-arm roundabout at Ellesmere Road junction and replacement with a ‘dumb-bell’ configuration due to the excessive land take requirements associated with a single larger roundabout;

- Removal of the T-Junction connecting Huffley Lane to the NWRR due to safety concerns received during public consultation. The junction has been incorporated into the dumb-bell arrangement described above;
- The OLR proposed a roundabout at the junction of the NWRR and Little Oxon Lane. The proposed roundabout is now omitted from the design to reduce disruption to traffic flow along the NWRR, which may diminish the benefits of the road as a strategic route. Access to the NWRR will instead be provided at Holyhead Roundabout, 850m to the east. Direct access north/south of the NWRR would be provided by the Clayton Way overbridge. In addition, Welshpool Road will remain open with traffic calming measures implemented to discourage through-traffic;
- A new footbridge is proposed at the junction of Shepherd's Lane and the NWRR. As a result, the previously proposed footbridge to the east of Calcott Lane has been removed;
- A new formal entrance to the Greenhouse West Mid Showground is now incorporated in the design;
- The current Oxon Park and Ride site is proposed as a temporary compound to be used for the duration of construction works due to its proximity to the Proposed Scheme alignment;
- The NWRR route has been realigned 200m south west of Hencott Pool to mitigate the impact of nitrogen deposition on interest features within the site during the operational phase;
- The proposed road alignment at approximately chainage 5950m has been adjusted slightly to the north to minimise impact on a cluster of veteran trees;
- Provision of the Marches Way Accommodation Overbridge in place of the previously proposed underpass, maintaining connectivity for the landowner and for users of the Public Right of Way (ProW) network;; and
- Removal of the Gravel Hill Farm Accommodation Bridge following further liaison with the landowner whose interests it had been designed to protect.

2020 CONSULTATION

- 8.1.26. A further public consultation was carried out between the 2nd March 2020 and 30th April 2020 in order to communicate recent design changes to the Proposed Scheme, as summarised above, and to provide members of the public the opportunity to comment on the latest design for the Proposed Scheme in advance of the planning application being made.
- 8.1.27. Representatives from BeST (Better Shrewsbury Transport) were invited to attend the public consultation events. Representatives from BeST were present for the duration of each event and produced information which was distributed to other members of the community in attendance.
- 8.1.28. The Statement of Community Involvement presented a summary of the responses received to the consultation. A total of 712 responses to the consultation were received. 51% of respondents supported the decision to combine the OLR and NWRR schemes although it is worth noting that a large proportion of residents chose only to answer Q12 of the questionnaire (additional comments) or supplied a written response which was then included in the analysis of Q12. 568 responses to Q12 were received. The most common theme identified within the responses was regarding a negative view of the overall environmental impact of the road, in particular relating to impact on air quality, biodiversity and local habitats, and climate change. The ES set out the measures implemented in the design of the Proposed Scheme to mitigate environmental impact and prescribes additional mitigation to be employed during construction, as summarised in the OCEMP.
- 8.1.29. A number of further amendments to the design of the Proposed Scheme have been incorporated following comments received in response to the 2020 consultation, including:



- Additional lengths of close boarded fence south of Dalton Drive (between Holyhead Road and River Severn) are proposed for noise attenuation purposes;
- The proposed verge to the north of the carriageway between Calcott Lane and Shepherds Lane has been steepened. The gradient has been increased from a 1 in 3 slope to 1 in 2 and to a minimum height of 2m. A 2m high close-board fence is proposed on the crest for noise attenuation purposes;
- To the east of Calcott Lane, the Proposed Scheme severs ProW (0408/7/1), which follows a north to south axis. A gate is proposed to provide access from the ProW to the proposed combined cycle/footway running alongside the NWRR and to the footbridge at Shepherds Lane which links back into the ProW south of the NWRR;
- Little Oxon Lane is proposed to be closed to vehicles but open to walkers and cyclists. This access would connect to the combined footway and cycle way. The route would provide access east/west of Little Oxon Lane and provide a route to the Severn Hospice. A ramp for non-motorised users (NMUs) is also proposed at Clayton Way to ensure unimpeded access; and
- A new bridleway between Clayton Way and Holyhead Road was proposed as part of the Proposed Scheme. This will be unpaved and provide equestrian users full connectivity to the existing bridleway (0408/14/4) and proposed underpass. This was following feedback from the British Horse Society.

SUMMER 2020 REVISION

8.1.30. The design of the Proposed Scheme was amended further in summer 2020 leading to the initial Planning Application (March 2021), including:

- Minor changes to the vertical alignment and proposed earthworks at Churmcode Roundabout, as a result of design development.;
- The proposed Shepherds Lane overbridge has been redesigned to have bearing supports only and the proposed tie in to the Oxon Touring Park footway has been realigned to avoid tree removal;
- Viaduct changes, following feedback from the Environment Agency (EA):
 - The viaduct has been extended from 220m to approximately 670m. The earthwork embankment within the River Severn floodplain has been removed and the eastern abutment has been relocated further east. There are changes to vertical highway alignment within this area to facilitate the extended viaduct structure. The western abutment is now approximately 2m higher with a 3% gradient. As a result, at between (Chainage 2200-2950), a previously proposed flood compensatory area has been removed;
 - The previously proposed Berwick Accommodation underpass box culvert has been removed (Chainage 2700). This has been repositioned under the viaduct where headroom requirements can be met;
 - West of Willow Pool, at Chainage 2950, the requirements for cut and fill have moved further east as a result of the change to the proposed vertical alignment;
 - East of the River Severn, at Chainage 2800, one of the proposed attenuation basins has been relocated as a result of the change in flood extent. Drainage proposals within this area have been updated in line with new basin and vertical changes but the proposed outfall to River Severn remains. Drainage kerb lengths will increase to the new extended viaduct extent. The drainage ditch around the toe of previously proposed earthworks embankment within the floodplain has been removed. Maintenance access tracks have been relocated in

line with new alignment and viaduct proposals. Vehicle Restraint System (VRS) proposals have been extended in line with the new alignment and viaduct proposals;

- At (Chainage 2960), the proposed footway connection to the south has changed due to the revised alignment;
- Scour protection measures on the western banks of the River Severn crossing are included as part of the Proposed Scheme. These measures include the installation of a rock armour mattress, a steel sheet aiding stability and a geotechnical membrane over the bank to support vegetation growth and provide erosion protection in extreme flood events;
- The alignment of the proposed Marches Way (Chainage 4900) track has changed on both sides, providing a shallower bend for farm vehicles and preserving more of the field pattern. The track on the south side will connect directly to the proposed rail overbridge. This change has also resulted in a proposed realignment of the ProW along the proposed NWRR route to minimise the distance;
- The proposed vertical alignment of the Ellesmere Road Roundabout has been subject to minor alterations; and
- All proposed culverts will have scour protection measures installed. Following revisions, the Oxon Road and Willow Pool culverts will have rock armour installed at the flow points to minimise erosion and sediment deposition in the culvert. Such measures were already proposed at Hencott and Alkmund Culverts.

AUGUST 2021 REVISION

8.1.31. The design of the Proposed Scheme was amended further in August 2021, including:

- Additional landscape planting around Attenuation Basin 3.
- Access arrangements for the Uplands Care Home has been changed to allow for 24-7 temporary access during the construction phase, resulting in approximately 270m² of additional land take and minor changes to the Application boundary.
- Extension of the Application Boundary for additional planting, and ecological and landscape mitigation.
- Additional linear belts of shrubs and trees are proposed north of Shelton Lane.
- Viaduct changes:
 - Minor changes to the Application Boundary for the western bluff and east of the viaduct, due to the relocated accommodation access track underneath the viaduct.
 - The Western bluff gradient has been modified to a 1:2.5 slope from 1:2 slope, to provide further landscaping opportunities and resulting in minor additional land take.
 - A geotechnical solution on the western bluff, west of the River Severn and the Severn Trent Water Limited (STWL) access road. For the purpose of the Supplementary ES Addendum, sheet piling has been assumed and assessed as a worst-case, but during detailed design there is opportunity for the environmental impact to be reduced and the solution is subject to change.
 - Removal of the climbing lane, reducing the width of the carriageway by approximately 2.7m.
 - Extension of earthwork embankment into the floodplain, east of the River Severn, has shortened the viaduct from approximately 670m to approximately 580m, removing two piers (Pier 10 and Pier 11).



- The 1.5m high concrete parapets on the viaduct have changed to steel 1.25m high on the north side, and steel 1.5m high on the south side; both will have infill panels for noise attenuation.
 - Drainage east of the viaduct has been redesigned with the inclusion of a concrete weir channel and minor change to the Attenuation Basin 5 drainage design.
 - Preliminary temporary construction works have been assessed as part of this Supplementary ES Addendum.
- Extension of Application Boundary, east of the River Severn, to accommodate additional flood storage as a result of the extended earthwork embankment. The River Severn flood storage area, that would reprofile land north and south of the Proposed Scheme, has increased to 40,664m².
 - Extension of Application Boundary immediately east of railway to improve access during construction.
 - Extension of Application Boundary, west of the proposed Ellesmere Roundabout to facilitate gated access.
 - Willow Pool Haul Road route originally proposed to the south of the NWRR carriageway was originally proposed to the south of the NWRR carriageway, but the presence of veteran trees in this area requires additional land to the north of the carriageway to be used for this purpose.
 - The proposed haul road route off Berwick Road to Alkmund Stream, and material storage to the east of Berwick Road has changed and is now located on the north side of the NWRR alignment.
 - The earthworks within the Proposed Scheme would comprise both embankments and cuttings. Based on a refined and updated data set, the new balance would require approximately 68,000m³ of soil to be imported to the site, increasing the amount of soil to be imported by 18,000m³ compared to the **ES Feb 21**.

JANUARY 2023 REVISION

8.1.32. The design of the Proposed Scheme was amended further in August 2021, including:

- The Application boundary has been extended, in proximity to the proposed B5259 Oxon Culvert, to accommodate:
 - A new ditch alignment.
 - A new maintenance track.
 - Diversion of the Oxon Park and Ride outfall, into a proposed 675mm pipe located south of the NWRR alignment, and would be directed north-west to tie into the upstream end of the B5259 Oxon Culvert.
- Badger fencing between Little Oxon Lane and Clayton Way (ch1380m – 1900m) has been removed to prevent badgers becoming trapped on the carriageway. To accommodate badger movements through the proposed acoustic fencing, mammal underpasses are proposed under the fencing between ch1000m – 1510m at approximately 100m intervals, adjusted to local topography and habitat. Additional mammal underpasses would be sited in locations where any existing badger pathways may cross the line of the acoustic fence.
- Extension of the Application Boundary north of B4380 Holyhead Road Roundabout, for two proposed earthwork bunds, 2m high, either side of the proposed field access track.
- The existing bridleway, north of B4380 Holyhead Road Roundabout, will now cross B4380 Holyhead Road west of the field access track. Two equestrian holding areas would be constructed to the south and north of B4380 Holyhead Road prior to the bridleway crossing.

- Extension of the Application Boundary north-east of B4380 Holyhead Road Roundabout, to accommodate a proposed haul road, required to construct the River Severn Western Bluff.
- There have been minor changes to the gradient of the earthworks for the River Severn Western Bluff to facilitate the removal of the Severn Trent Water Limited (STWL) access track retaining wall. Furthermore, the drainage outfall on the Western Bluff has been repositioned further north.
- The bank protection on the western bank of the River Severn has been redesigned. The design will comprise of rock bags placed for a length of up to 86m along the River Severn between the river bed and the mean annual water level. 'Green bank protection' measures would be installed on the right (west) bank of the River Severn above the mean annual water level and up to the 1 in 200+90% climate change (cc) year water level.
- During construction of Shelton Rough River Severn Viaduct, a crane would be used to lift the girders of the viaduct into place. This crane would need to be positioned on the north side of the viaduct on the left (east) bank of the River Severn. A worst-case scenario has been considered for the purposes of the assessment that one high value and one veteran tree would need to be remove.
- The Application Boundary has been extended in proximity to B5067 Berwick Road Roundabout, to accommodate:
 - A new infiltration basin, Infiltration Basin 9, south-west of B5067 Berwick Road Roundabout. Access would be via a new maintenance track to the west which connects to the existing byway. A proposed field access north of B5067 Berwick Road Roundabout and east of B5067 Berwick Road.
 - Severn Trent Water service improvements north-east of B5067 Berwick Road Roundabout at approximate chainage 4330m.
- Hencott Pool:
 - The Application Boundary has been extended to include land surrounding Hencott Pool. Mitigation is proposed to ensure the Proposed Scheme, during operation, would not result in any significant residual ecological effects to Hencott Pool.
 - A shelter belt is proposed from ch5090m to ch6130m with a depth of approximately 20m, within the Application Boundary extension and north of the NWRR alignment, south of Hencott Pool. The area of the shelter belt will be refined and finalised during detailed design.
- The Application Boundary north-east of B4380 Holyhead Road Roundabout has been extended to accommodate a new proposed haul road required to construct the Shelton Rough River Severn Viaduct Western Abutment.

8.2. PLANNING APPLICATION

- 8.2.1. A full planning application (reference: 21/00924/EIA) for the Proposed Scheme was submitted in February 2021 and validated by the local planning authority (Shropshire Council) on Monday 1st March 2021. The application was submitted under Town and Country Planning (Development Management Procedure) (England) Order 2015 Part 3 Article 7.
- 8.2.2. The Application was submitted by the Applicant to SC in their capacity as Local Planning Authority ("LPA"), in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992.



- 8.2.3. The Scheme falls under Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the "EIA Regulations"), section 10(f) 'Construction of roads', and exceeds the threshold of being greater than 1ha in area. The Scheme therefore qualifies as EIA development and accordingly an ES accompanied the planning application.
- 8.2.4. A number of changes to the Scheme were proposed in the subsequent NWRR addendums, **SESA Aug 21** and **SEI Jan 23**, submitted to Shropshire Council on Wednesday 1st September 2021 and 1st February 2023 respectively, including the removal of the climbing lane from the viaduct and the inclusion of an extended earthwork embankment into the floodplain; facilitating the reduction in the length of the viaduct from 668m to 584m. The viaduct parapets have been changed from a concrete to steel option, and the flood compensatory storage area to the east of the River Severn has been increased. There are a small number of minor isolated changes across the scheme; aimed to improve access during construction and to support biodiversity net gain. These changes were subject to public consultation in September 2021.
- 8.2.5. Further information, including updates to the ES and HRA, was submitted in February 2023 at the request of the EA and Natural England, referred to as SEI. This included additional ecology survey data, responses to consultee comments on noise, arboriculture, flood risk, archaeology, nitrogen, geomorphology, Biodiversity Net Gain, landscape and water. This updated information was also subject to consultation.
- 8.2.6. The planning application was subject to a resolution to grant planning permission on 31st October 2023 with the conditions to be agreed by the committee in the future. The conditions were approved by committee on 15th February 2024 subject to S106 Agreements being signed.
- 8.2.7. There will be three Section 106 agreements supporting the planning permission which are in the process of being agreed.
- 8.2.8. Following issue of the decision notice, the Applicant anticipates the programme for discharge of planning conditions will be approximately 18 months, subject to a contractor being appointed which can confirm the programme duration.

9. SPECIAL CONSIDERATIONS

- 9.1.1. Certain special kinds of land are afforded some protection against compulsory acquisition (including compulsory acquisition of new rights across them) by providing that the confirmation of a CPO including such land may be subject to special parliamentary procedure. The special land considerations are set out in sections 17, 18 and 19, the Acquisition of Land Act 1981
- 9.1.2. Part 8, Sections 99 to 110 of the Planning and Compulsory Purchase Act (2004) set out the main provisions relating to the authorisation of compulsory acquisition of land. These provisions specify the conditions which must be satisfied if a designated authority is to approve compulsory purchase, also in accordance with the provisions of the Compulsory Purchase Act 1965 (with appropriate modifications). This Act also restricts the provision which may be made about compensation in an order and set out additional requirements which apply in relation to certain special types of land and Crown land.

9.2. PUBLIC RIGHTS OF WAY

- 9.2.1. Section 28 and 32 of the Acquisition of Land Act (1981) applies where the land that is acquired, or proposed to be acquired, comprises any part of the land a public right of way (ProW) is to be created or extinguished. The site is traversed by 19 ProW's that will be subject to CPO as a result of permanent diversion due to the operational route of the Scheme. These ProW's include public footpaths/bridleways, restricted byways and National Cycle Routes.

9.3. OPEN SPACE DESIGNATION

- 9.3.1. If a CPO authorises the purchase of land which forms part of a common, open space or fuel or field garden allotment, or of new rights over such land, it is subject to special parliamentary procedure unless a certificate is obtained from the Secretary of State under section 19 of the Acquisition of Land Act 1981. If the area of land does not exceed 250 square yards or is required for the widening of an existing highway, ~~in such a case~~ then replacement land is not required. The open space area in question is a section of the edge of Waincott Park, adjacent to where the roads Harlescott Lane and Ellesmere Road meet, and the surface area is measured at 77 square metres (which is less than 250 yards square), and is required for the widening at the junction of the aforementioned roads existing Ellesmere Road and Harlescott Lane. Therefore, a section 19 Certificate is required from the Secretary of State (SoS) for the compulsory purchase of the open space with a view to exempting the Applicant from the special parliamentary procedure.

Figure 9-1 - Open Space Designation - Waincott Park

Commented [RS1]: How is s.28 relevant? Please check.

Commented [C2R1]: CJ to speak to Phil Smith

Commented [RJ3R1]: Claire asked for Phil for confirmation, and he was not sure of the answer. Therefore, @Ruth Stockley, I am not sure it is necessary to include reference to s. 28. Amendment made to that effect.

Commented [RS4]: What area? It needs to be identified & described.

Commented [C5R4]: 77m2

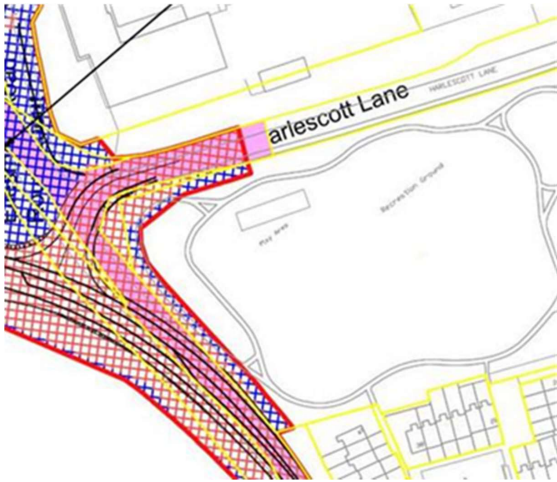
Commented [RJ6R4]: This has now been confirmed and reference to its size has been included in our draft s. 19 agreement.

Commented [RS7]: Please clarify whether both of these are correct.

Commented [C8R7]: Yes, this is the correct name of the road.

Commented [RS9]: It is necessary to continue by stating that a Section 19 Certificate is therefore required from the SoS.

Commented [C10R9]: Resolved, see document.



OTHER CONSIDERATIONS

- 9.3.2. The Order Land does not include ecclesiastical land.
- 9.3.3. The Order Land does not include Crown Land.
- 9.3.4. There are no listed buildings within the Order Land.
- 9.3.5. The Order Land does not form part of any village green or burial ground and none of it is owned by the National Trust, but a small area within the application boundary is designated public open space as stated above.

10. OTHER CONSENTS AND LICENSES

- 10.1.1. Certain additional consents and licences are required for the Shrewsbury NWRR. A list of consents and licences required as part of the Shrewsbury NWRR is provided below.
- Protected Species Licence(s) under the Wildlife and Countryside Act 1981, the Conservation of Habitats and Species Regulations 2017 and other legislation;
 - Environmental Permits under the Environmental Permitting (England and Wales) Regulations 2016, for example to include flood defence activities, discharge, temporary abstraction of groundwater during construction etc.;
 - Lead Local Flood Authority Consent for works affecting ordinary watercourses;
 - Consent to carry out street works, to stop up highways permanently or temporarily and to classify or reclassify parts of the highway network (Highways Act 1980 as amended);
 - Planning Consent (Town and Country Planning Act 1990 as amended).
 - Consent to carry out any required diversions of statutory undertakers' apparatus;
 - Section 61 consents (if necessary) under the Control of Pollution Act 1974 for works outside of hours specified or which exceed the permitted noise thresholds; and
 - To the extent that they apply to the Scheme, the Building Regulations 2010 would be complied with in the normal way.
- 10.1.2. Furthermore, the following Orders and planning applications require granting/determination in support of the Shrewsbury NWRR Scheme:
- Public Right of Way Diversion Orders; and
Traffic Regulation Orders – specifically Side Road Order to allow for the imposition of waiting restrictions, one-way requirements, stopping up requirements and the revocation or variation of existing Traffic Regulation Orders (under the Road Traffic Regulation Act 1984).
- 10.1.3. Discussions with relevant bodies have been established and liaison is ongoing to ensure the relevant consents and licences are addressed and secured for the Scheme to proceed. There will be no impediment to gaining these consents and therefore to the Scheme being delivered.
- 10.1.1. A search has been undertaken for historic, recent and extant planning permissions affecting the Scheme cross 10 parish wards across Shropshire. It can be concluded that there are 34 planning applications, including small householder applications that are considered to affect the ability for the Scheme to be implemented. Details of the planning permissions pertinent to the NWRR are defined in **Chapter 18** of the **ES Feb 21**.



11. PUBLIC SECTOR EQUALITY DUTY

11.1.1. The Applicant considers that the purposes for which it seeks compulsory purchase powers do justify the interference with the human rights of those affected that would inevitably arise from the exercise of those compulsory purchase powers, should they be authorised.

11.1.2.1.1. The Applicant has had regard to the provisions of Article 1 of the First Protocol to, and Article 8 of, the European Convention on Human Rights (the "Convention") and considers that the purposes for which it would be interfering with those Convention rights are legitimate and do justify that interference. The manner in which the Applicant has considered these issues is set out in Chapter 9 of this Statement.

11.1.2. The Equality Act 2010 came into force on 1st October 2010 and provides a legal framework to protect the rights of individuals and advance equality of opportunity for all. Section 149 of the Act sets out the Public Sector Equality Duty. The intent of this duty is for the public sector to drive improvements in equality. Section 149(3) of the Act provides for a Public Sector Equality Duty. This requires that public bodies, such as SC, in the exercise of their functions, give "due regard to the need to":

"Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;

Advance equality of opportunity between people who share a protected characteristic and those who do not. This includes:

- *Removing or minimising disadvantages suffered by people due to protected characteristics;*
- *Taking steps to meet the needs of people with protected characteristics where these are different from the needs of other people; and*
- *Encouraging people with protected characteristics to participate in public life or in other activities where their participation is disproportionately low.*

Foster good relations between people who share protected characteristic and those who do not.

This includes:

Tackling prejudice;

Promoting understanding; and

Eliminating unlawful discrimination, harassment and victimisation."

11.1.3. The Act also provides a legal framework to protect the rights of individuals that share defined "protected characteristics" and advance equality of opportunity. Those "protected characteristics" which identify the vulnerable groups that may be disproportionately impacted upon or discriminated against are outlined in the **Equality Impact Assessment (70056211-WSP-EGN-AS-RP-LE-00006)** submitted in conjunction with the planning application.

11.1.4. The Applicant in discharging its duty to have "due regard" to the three elements to the public sector duty outlined above has considered ~~does not consider~~ the potential implications of the Scheme, contemplating the results of the Scheme for threats which could cause inequality to any of the protected characteristics listed under the Equality Act. The Applicant has nevertheless concluded that the delivery and product of the Scheme is not inconsistent with such duty, as it confers great

Commented [RS11]: These 2 paras concern Human Rights Act considerations & not PSED issues which are separate considerations. The 2 paras should be moved to section 12.

Commented [C12R11]: RJ - to remain outstanding because of cabinet report.

Commented [RJ13R11]: After receipt and review of the draft Cabinet Report, this has been moved to the Human Rights section.

benefits to all people and provides for solutions where protected characteristics may have been hindered otherwise.

11.1.5. Consequently, we submit that the Council's process for proposing and planning the Scheme is consistent with its public sector equality duty, as envisaged by s. 149(3) Equality Act 2010, as it has demonstrated "due regard" for the implications on the protected characteristics via its equality impact assessment, that any single affected interest is of such importance as to outweigh the important public benefits which the Scheme is forecast to deliver, in the event that the application is approved by the local planning authority and the Scheme is delivered in accordance with the application.

11.1.6. Furthermore, the Applicant does not consider that the cumulative private loss (arising on a Scheme-wide basis) is of such magnitude or severity as to outweigh the importance of the public benefits which the Scheme would deliver.

11.1.7. The Applicant continues to discuss the impacts of the Scheme with the persons affected by those impacts, with the dual aim of:

- minimising as far as possible the loss suffered by those persons; and
- ensuring that any loss suffered is properly and fairly compensated.

11.1.8. The Funding Statement (see Chapter 13 of this Statement) confirms that the Applicant has the resources to pay such compensation.

11.1.9. On balance, the Applicant considers that the public benefits which the Scheme would bring outweigh the private loss which would arise from interference with private rights affected by the Scheme.

11.1.10. The Applicant therefore considers that the proposed compulsory acquisition of land and rights over land is legitimate (in that if authorised by the determination, the delivery of the Scheme would be lawful), necessary (in that there is a need for the Scheme) and proportionate (in the context of the balancing exercise described above).

~~11.1.11.~~ 11.1.6. The Applicant considers that it would be appropriate for the Local Planning Authority to determine the application including the granting of compulsory acquisition and temporary possession powers and confirms that the Convention rights of individuals have been fully considered as detailed above.

Commented [RS14]: This is not the correct legal test. It is necessary to demonstrate that "due regard" has been had to such needs. I assume the EIA demonstrates this and its conclusions, eg, may be able to be summarised.

Commented [C15R14]: RJ - to remain outstanding pending cabinet report.

Commented [RS16]: These paras are all relevant to human rights considerations & not the PSSED & should be moved to section 12.

Commented [C17R16]: RJ - speak to RS and investigate either moving the text or duplicating in both areas of the document.

Commented [RJ18R16]: After reviewing the public sector equality duty section, I also agree that this should now move to the human rights section, on the basis that the test for the public sector equality duty is not subject to proportionality or the extent of the public's interest/benefit. Instead, it rests on whether the local authority has had "due regard" to the implications of their act. In such case, the Council can demonstrate this via its Equality Impact Assessment.



12. HUMAN RIGHTS CONSIDERATIONS

12.1.1. The European Convention on Human Rights (“the Convention has been incorporated into UK domestic law by the Human Rights Act 1998. The Convention includes provisions in the form of Articles (“the Convention Rights”), which aim to protect the rights of the individual and his possessions.

12.1.2. The following Convention Rights are relevant to the determination by the Secretary of State as to whether a compelling case exists for the CPO to be made in a form that includes powers authorising the compulsory acquisition of land or rights or interests in land, and the temporary possession of land:

Article 6: entitles those affected by the powers sought in a CPO to a fair and public hearing by an independent and impartial tribunal;

Article 8: protects the right of the individual to respect for his private and family life, his home and his correspondence. A public authority cannot interfere with these interests unless such interference is in accordance with the law and is necessary in the interests of, among other things, national security, public safety or the economic wellbeing of the country; and

Article 1 of the First Protocol: protects the right of everyone to peaceful enjoyment of possessions. No one can be deprived of their possessions except in the public interest and subject to the relevant national and international laws. As with Article 8, any interference with possessions must be proportionate and, in determining whether a particular measure is proportionate, a fair balance must be struck between the public benefit sought and the interference with the private rights in question.

12.1.3. If made in a form that includes powers of compulsory acquisition of land, the CPO would enable the Applicant to infringe the human rights of persons with an interest in the land that would be affected by the Scheme.

12.1.4. Such infringement is authorised by law, provided that:

- The statutory procedures for obtaining the CPO are followed and there is a compelling case in the public interest for the inclusion of powers in the CPO; and
- Any interference with a Convention right is necessary and proportionate to the legitimate aim served.

12.2. COMPLIANCE WITH THE CONVENTION AND THE HUMAN RIGHTS ACT 1998

12.2.1. The Applicant confirms that, in considering the potential exercise of the land purchase powers sought in the CPO, it has had regard to Article 6 of the Convention, which confers the right to a fair trial and public hearing by an independent and impartial tribunal.

12.2.2. In having regard to Article 6 of the Convention, the Applicant notes that the procedures under the Town and Country Planning Act 1990 as amended and other relevant legislation are compliant with the Human Rights Act 1998 and in so far as these duties are properly observed by the Applicant, its duties under the Human Rights Act 1998 are discharged.

12.2.3. In the context of compliance with Article 6 of the Convention, the Applicant observes that:

- ~~the CPO planning process~~ provides a series of opportunities for the public to make representations including during determination of the application;

Commented [RS19]: Under what powers are temporary possessions being sought under the CPO?

Commented [C20R19]: CJ - I believe this is misuse of words, to be removed unless instructed otherwise.

Commented [RS21]: This SoR concerns the CPO process and not the earlier planning process. It is the former which needs to be addressed here.

Commented [C22R21]: Changed “planning” to “CPO”

- beneficiaries of restrictive covenants and other rights overridden may claim compensation under section 10 of the Compulsory Purchase Act (1965);
- if a CPO is granted, a person aggrieved could mount a [statutory judicial review](#) challenge in the High Court under section 23 of the Acquisition of Land Act (1981);
- in the event that entitlement to or quantum of compensation are disputed, there is a right to apply to the Upper Tribunal of the Lands Chamber (which is an independent tribunal); this right applies in respect of land which is subject to powers of compulsory ~~acquisition and land which is subject to powers of temporary possession.~~

[12.2.4.](#) The Applicant confirms that, in considering the potential exercise of the land use powers sought in the CPO, it has also had regard to [the various](#) [Articles 8](#) of the Convention and Article 1 of the First Protocol to the Convention.

[12.2.5.](#) In relation to Article 1 of the First Protocol, the Applicant acknowledges that:

[12.2.5.1.](#) Any engagement of this right is made under a due process and therefore is “*provided for by law*”.

[12.2.5.2.](#) Any engagement with this right is in pursuit of the legitimate aim of constructing the Scheme for use by, and at the benefit of, the public.

[12.2.5.3.](#) Any engagement with this right should be proportionate to the legitimate aim, and should be in the public interest. The question of proportionality requires us to conduct a balancing exercise of the public benefit sought by obtaining the CPO, and the conflicting Article rights engaged by the compulsory purchase of land. The Applicant considers that the public benefits arising out of the Scheme would be greater than the disadvantages to those whose private rights are interfered with.

[12.2.6.](#) In discharging its duty under Article 6 of the Convention, the Applicant confirms it is aware of the below:

[12.2.6.1.](#) The Compulsory Purchase Order process and the planning process allow for public representations. The CPO process allows for a public inquiry to be held in relation to objections raised by affected parties.

[12.2.6.2.](#) Those who are beneficiaries of restrictive covenants or have other rights overridden by the CPO may have a right to claim compensation under section 10 Compulsory Purchase Act 1965.

[12.2.6.3.](#) If the quantum of compensation is challenged or if it is found that no right to compensation exists, there is a right to apply to the Upper Tribunal of the Lands Chamber for land that is subject to a compulsory acquisition.

[12.2.7.](#) In discharging its duty under Article 8 of the Convention, the Council confirms it is aware of the below:

[12.2.7.1.](#) The proposed application to the CPO for the NWRR is being made under a due process and in accordance with the law.

[12.2.7.2.](#) The Council understands that in determining whether engagement with Convention rights under Article 8 amounts to an interference rests on whether such acts are proportionate. The

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[question of proportionality requires us to conduct a balancing exercise of the public benefit sought by obtaining the CPO, and the conflicting Article rights engaged by the compulsory purchase of land.](#)

~~12.2.4.12.2.7.3.~~ [The Applicant considers that the public benefits arising out of the NWRR, as described in paragraph 7 above, would be greater than the disadvantages to those whose private rights are interfered with.](#)

~~12.2.5.12.2.8.~~ [In summary, ~~The~~the Applicant understands that in determining whether interference with Convention rights \(in Article 8 and in Article 1 to the First Protocol\) is proportionate, a fair balance must be struck between the public benefit sought and the interference with affected private rights. Consequently, the Applicant considers that the purposes for which it seeks compulsory purchase powers do justify the interference with the human rights of those affected that would inevitably arise from the exercise of those compulsory purchase powers, should they be authorised.](#)

~~12.2.6.~~ [The Funding Statement \(see Chapter 13 of this Statement\) confirms that the Applicant has the resources to pay such compensation.](#)

~~12.2.7.12.2.9.~~ [On balance, the Applicant considers that the public benefits which the Scheme would bring outweigh the private loss which would arise from interference with private rights affected by the Scheme.](#)

~~12.2.8.12.2.10.~~ [The Applicant therefore considers that the proposed compulsory acquisition of land and rights over land is legitimate \(in that if authorised by the LPA, the delivery of the Scheme would be lawful\), necessary \(in that there is a need for the Scheme\) and proportionate \(in the context of the balancing exercise described above\).](#)

[12.2.11.](#) [The Applicant considers that it would be appropriate for the Secretary of State to determination approval including the grant of compulsory acquisition ~~and temporary possession powers~~ and confirms that the Convention rights of individuals have been fully considered as detailed above.](#)

[12.2.12.](#) [Furthermore, the Applicant does not consider that the cumulative private loss \(arising on a Scheme-wide basis\) is of such magnitude or severity as to outweigh the importance of the public benefits which the Scheme would deliver.](#)

[12.2.13.](#) [The Applicant continues to discuss the impacts of the Scheme with the persons affected by those impacts, with the dual aim of:](#)

- [minimising as far as possible the loss suffered by those persons; and](#)
- [ensuring that any loss suffered by Convention rights-holders is properly and fairly compensated.](#)

~~12.2.9.~~

Commented [RS23]: See above.

Commented [C24R23]: Miss-use of words, removed reference to temporary

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13. FUNDING STATEMENT

- 13.1.1. The purpose of this section is to demonstrate that the Scheme will be adequately funded and that funding is no impediment to the delivery of the Scheme or the payment of compensation to persons affected by compulsory acquisition, ~~temporary possession,~~ or a blight claim.
- 13.1.2. A funding statement has been prepared by SC to document the methodology and outputs from an economic appraisal of the NWRR Scheme for both the junction improvements and the shared use path.
- 13.1.3. The economic case for the Scheme was established in December 2017 as part of the [Outline Business Case \(OBC\)](#)¹². The business case defined in the OBC comprises five separate cases, as prescribed in DfT guidance. These are:
- The strategic case which shows that there is a robust 'case for change', closely aligned to wider strategic and public policy objectives;
 - The economic case which shows that the Scheme provides high value for money, based on a formal appraisal undertaken in line with DfT guidance;
 - The financial case which explains how much the Scheme will cost and how it will be paid for, showing that it is affordable;
 - The commercial case which shows that the Scheme is commercially viable; and
 - The management case which shows that the Scheme is achievable in practical terms, and explains how the project will be managed to ensure it achieves its objectives.
- 13.1.4. The cost of constructing the NWRR is estimated to be £71,399,500. SC is [preparing its Full Business Case \("FBC"\) which is scheduled to go for Cabinet approval in September 2024. In the FBC, the Council is expected to ask asking the Government DfT to contribute a fixed sum of £54,406,419 from the DfT's Large Local Major Schemes Fund. SC will provide the balance of the cost, estimated at £16,993,081, and accepts responsibility for any cost increases. The proposed contributions are set out in \[Table 13-1\]\(#\).](#)

Table 13-1 - Breakdown of scheme costs by funding sources

Source	Contribution (£)	Contribution (%)
Government/ DfT Funding	£54,406,419	76.2%
Shropshire Council	£16,993,081	23.8%
Total	£71,399,500	100%

- 13.1.5. The BCR for the NWRR Scheme implementation is 5.33. The BCR summarises the overall value for money for a scheme and indicates the ratio of the benefits of a project or proposal relative to its costs. [The full cost forecast supporting the Council's FBC will include construction, scheme design and construction oversight and land acquisition costs.](#)

¹² Shrewsbury North West Relief Road, Outline Business Case, (2017) WSP/Shropshire Council. <https://shropshire.gov.uk/media/8939/shrewsbury-nwrr-obc-34-web-version.pdf>

Commented [RJ25]: SC to confirm that the cost of constructing NWRR is still £71,399,500.

Commented [RJ26]: SC to confirm that this is still the figure they intend to ask the DfT for, and to also confirm if it is to come from the DfT's Large Local Major Schemes Fund.

Commented [RS27]: When is SC "asking" the Govt to contribute; has a request been made &, if so, when & what was Govt's response; is the funding time limited?

Commented [C28R27]: AH - full business case being worked on with an outline business case having been done. Matt Johnson at SC to update when the information is available.

Commented [RJ29R27]: I have included some information I have obtained from SC about the Full Business Case that will be made to the DfT.

Commented [RS30]: From what source? Is the money currently available & is it ring fenced?

Commented [C31R30]: As above, Matt Johnson at SC to confirm

Commented [RJ32R30]: We need for the Council to make sure that the figures in the finance section here are still accurate, as the updated Cabinet Report notes that forecasted costs have raised dramatically due to inflation costs being experienced nationally. Therefore

Commented [RJ33]: SC to confirm that figure is updated and accurate.

Commented [RJ34]: SC to confirm that these are the updated figures.



14. CONCLUSION

- 14.1.1. This Statement explains that the Applicant considers that it is legitimate, necessary, proportionate and justifiable for the ~~CPO planning application~~ to contain compulsory acquisition ~~and temporary possession~~ powers in respect of land within the application boundary, and that there is a compelling case in the public interest that the Applicant should be granted such powers and permitted to subsequently exercise them.
- 14.1.2. The Applicant has negotiated, and will continue to negotiate, with all landowners and occupiers, and confirms the intention only to use the powers of compulsory acquisition if acquisition by agreement is not possible.
- 14.1.3. The CPO parcels are required for (or is incidental to) the purposes of the development and mitigation. Without the CPO the Scheme cannot take place. The location of the works on the Plan and Long Sections (document reference 70056211-C01) demonstrates that the land on the Compulsory Purchase Order Plans (document reference **SNWRR_CPO_A1_2500_20240304**) is needed to construct, operate and maintain the Scheme. The need to ensure that the Scheme can be delivered in a timely fashion requires the acquisition of a number of property interests in third party ownership and a means of overriding existing rights and interests in or over the land, together with the creation of new rights over the land. ~~Shropshire Council is satisfied that there are no planning, financial or other impediments to the implementation of the proposal and that the Scheme is therefore likely to proceed if the CPO is confirmed.~~
- 14.1.4. This Statement advises that the Applicant considers that the public benefits associated with the Scheme outweigh the private losses (particularly given that such losses can be compensated) and that, accordingly, there is a compelling case in the public interest for the proposed use of powers of compulsory acquisition ~~and temporary possession~~, as sought in this Statement.
- ~~14.1.5. As such, the Applicant contends that the inclusion of powers of compulsory purchase meets the conditions contained in Sections 239, 240, 246, 250 of the Highways Act 1980.~~

Commented [RS35]: This SoR relates to the confirmation of the CPO & not the planning application.

Commented [C36R35]: CPO wording to replacing planning application

Commented [RS37]: See previous comment re this matter.

Commented [C38R37]: Misuse of wording, reference to temporary removed

Commented [RS39]: Add a para along the lines of: "SC is satisfied that there are no planning, financial or other impediments to the implementation of the proposal and that the Scheme is therefore likely to proceed if the CPO is confirmed."

Commented [C40R39]: Added as written

Commented [RS41]: As above. Please note this reference appears throughout the SoR.

Commented [C42R41]: Noted and amended.

Appendix A

DETAILS OF THE PURPOSE FOR WHICH COMPULSORY ACQUISITION AND TEMPORARY POSSESSION POWERS ARE SOUGHT

<u>Parcel Number</u>	<u>Plot Number</u>	<u>Area (m2)</u>	<u>Type of acquisition</u>	<u>Purpose(s) for which plot of land is required</u>
90	1-01	452.05	Title	Permanently required additional land on the approach to Churncote roundabout to resolve historic National Highways landownership issue.
105	1-02	2311	Title	Permanently required for the new highway design, including additional land on the approach to the roundabout to resolve historic National Highways landownership issue.
45	1-03	1238.07	Essential License	Temporarily required to facilitate the redevelopment of Churncote Roundabout, including the widening and realignment of the current four-arm junction to include the new fifth arm.
45	1-04	2758.71	Title	Permanently required to facilitate the redevelopment of Churncote Roundabout and to accommodate the permanent highway design, including the widening and realignment of the current four-arm junction to include the new fifth arm, and to resolve historic National Highways landownership issue.
70	1-05	39892.49	Title	Permanently required for the new highway design, including additional land on the approach to the roundabout and the proposed fifth arm to resolve historic National Highways landownership issue.
6	1-06	622.07	Essential license	Temporarily required to facilitate the redevelopment of Churncote Roundabout, including the widening and realignment of the current four-arm junction to include the new fifth arm.
6	1-07	591.57	Title	Permanently required to facilitate the redevelopment of Churncote Roundabout and to accommodate the permanent highway design, including the widening and realignment of the current four-arm junction to include the new fifth arm.
45	1-08	32.76	Rights	Rights required for future maintenance of highway assets
45	1-09	1546.32	Essential License	Temporarily required to facilitate the redevelopment of Churncote Roundabout, including the widening and realignment of the current four-arm junction to include the new fifth arm.
120	1-10	892.75	Title	Permanently required to facilitate the redevelopment of Churncote Roundabout and to accommodate the permanent highway design, including the widening and realignment of the current four-arm junction to include the new fifth arm. to Also to resolve the historic National Highways landownership issue.



65	1-11	31529.31	Title	Permanently required to facilitate the redevelopment of Churncote Roundabout, including the widening and realignment of the current four-arm junction to include the new fifth arm and a stretch of North West Relief Road running to Calcott Lane, and associated drainage features.
70	1-12	3649.64	Title	Permanently required to facilitate the redevelopment of Churncote Roundabout and to accommodate the permanent highway design, including the widening and realignment of the current four-arm junction to include the new fifth arm. Also to resolve the historic National Highways landownership issue.
56	1-13	173.87	Essential license	Temporarily required to facilitate the redevelopment of Churncote Roundabout, including the widening and realignment of the current four-arm junction to include the new fifth arm.
126	1-14	1750.16	Essential license	Temporarily required to facilitate the redevelopment of Churncote Roundabout and to accommodate the permanent highway design, including the widening and realignment of the current four-arm junction to include the new fifth arm.
2810	1-15	186.65	Title	Permanently required to facilitate the redevelopment of Churncote Roundabout and to accommodate the permanent highway design, including the widening and realignment of the current four-arm junction to include the new fifth arm.
65	1-16	68.78	Rights	Rights required to facilitate the redevelopment of Churncote Roundabout, including the widening and realignment of the current four-arm junction to include the new fifth arm.
65	1-17	228.11	Essential license	Temporarily required to facilitate the redevelopment of Churncote Roundabout, including the widening and realignment of the current four-arm junction to include the new fifth arm.
66	1-18	172.3	Essential license	Temporarily required to facilitate the redevelopment of Churncote Roundabout, including the widening and realignment of the current four-arm junction to include the new fifth arm.
66	1-19	13.06	Rights	Rights required to facilitate the redevelopment of Churncote Roundabout, including the widening and realignment of the current four-arm junction to include the new fifth arm.
66	1-20	14.38	Title	Permanently required to facilitate the redevelopment of Churncote Roundabout, including the widening and realignment of the current four-arm junction to include the new fifth arm.
66	1-21	74.96	Essential license	Temporarily required to facilitate the redevelopment of Churncote Roundabout, including the widening and realignment of the current four-arm junction to include the new fifth arm.

65	1-22	355.35	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
145	1-23	23.49	Essential license	Temporarily required to facilitate the redevelopment of Churncote Roundabout, including the widening and realignment of the current four-arm junction to include the new fifth arm.
155	1-24	2913.22	Title	Permanently required for works to Welshpool Road at Gains Park Way Junction. Also to resolve the historic landownership issue.
1380	1-25	1233.08	Title	Permanently required for stopping up of Calcott Lane, to accommodate the Shrewsbury North West Relief Road permanent design and the connection of associated access roads
165	1-26	25783.27	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals
165	1-27	92.54	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
165	1-28	297.17	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
165	1-29	24.86	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
165	1-30	957.08	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
165	1-31	1577.99	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
165	1-32	20.83	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
165	1-33	110.31	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
165	1-34	577.36	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
165	1-35	275.45	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets



165	1-36	3295.4	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
165	1-37	116.29	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
1605	1-38	1535.22	Title	Permanently required for stopping up of Shepherds Lane, to accommodate the Shrewsbury North West Relief Road permanent design and the connection of associated access
210	1-39	39919.46	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals
165	1-40	22.06	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically Shepherds Lane turning head
210	1-41	40.95	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
210	1-42	4566.99	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
210	1-43	54.32	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically Shepherds Lane turning head and access into plot 1-42
210	1-44	1008.32	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway and structure assets
210	1-45	4978.67	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
210	1-46	25726.16	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, specifically as the contractors site compound
250	1-47	3.01	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, specifically for utility diversions
250	1-48	173.87	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably the construction of the permanent pedestrian access / link to Oxon Touring Park

250	1-49	1676.04	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably the construction of the permanent access to Oxon Touring Park
210	1-50	1761.11	Title	Permanently required for Welshpool Road Traffic Calming proposals and for access to Oxon Park and Ride. Also to resolve historic landownership issues
250	1-51	185.19	Title	Permanently required for the Shrewsbury North West Relief Road Development, specifically the visual screening bund
210	1-52	679.78	Rights	Permanently required for the Shrewsbury North West Relief Road Development, including the link through from Oxon Park and Ride to the NWRR cycleway / footway
295	1-53	167.91	Title	Permanently required for Welshpool Road Traffic Calming proposals and to resolve historic landownership issues
210	1-54	25.68	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably the construction of the permanent access to Oxon Touring Park
250	1-55	3	Title	Permanently required for the Shrewsbury North West Relief Road Development, specifically the new access route to Oxon Touring Park
210	1-56	496.98	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably the construction of the new access to Oxon Touring Park
210	1-57	770.55	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
210	1-58	26.18	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
210	1-59	433.04	Title	Permanently required for the Shrewsbury North West Relief Road Development, including the link through from Oxon Park and Ride to the NWRR cycleway / footway
210	1-60	235.03	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
210	1-61	12.89	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets



210	2-01	1495.9	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably the construction of the new access to Oxon Touring Park
210	2-02	4706.03	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals
210	2-03	13041.51	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
210	2-04	27092	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
210	2-05	12834.21	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals
210	2-06	656.93	Title	Permanently required for the Shrewsbury North West Relief Road Development, including the link through from Oxon Park and Ride to the NWRR cycleway / footway
210	2-07	1160.96	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, specifically as the contractors site compound
210	2-08	29.06	Rights	Rights required for future maintenance of highway assets
315	2-09	382.46	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably the construction of Clayton Way
315	2-10	185.94	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably the construction of Clayton Way
355	2-11	53.67	Title	Permanently required to resolve historic landownership issue fat Welshpool Road
350	2-12	102.66	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably the construction of Clayton Way
212	2-13	9542.51	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the construction of Clayton Way
365	2-14	92.38	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the construction of Clayton Way
370	2-15	4.05	Title	Permanently required to resolve historic landownership issue fat Welshpool Road

210	2-16	28.43	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
380	2-17	99.9	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the construction of Clayton Way
385	2-18	63.04	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the construction of Clayton Way
385	2-19	58.7	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably the construction of Clayton Way and access to The Uplands
380	2-20	19.23	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably the construction of Clayton Way and access to The Uplands
385	2-21	90.01	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the construction of Clayton Way and access to The Uplands
385	2-22	106.52	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably the construction of Clayton Way and access to The Uplands
405	2-23	6.85	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the construction of Clayton Way and access to The Uplands
213	2-24	19191.37	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals
380	2-25	7.73	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably the construction of Clayton Way and access to The Uplands
385	2-26	42.44	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably the construction of Clayton Way and access to The Uplands
380	2-27	18.71	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably the construction of Clayton Way and access to The Uplands
213	2-28	19400.48	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development



335	2-29	112.95	Title	Permanently required for traffic calming works to Welshpool Road at Leighton Park junction
435	2-30	67.85	Title	Permanently required for traffic calming works to Welshpool Road and to resolve the historic landownership issue
440	2-31	80.18	Title	Permanently required for traffic calming works to Welshpool Road and to resolve the historic landownership issue
420	2-32	55.69	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably alterations to the Gas Governor
450	2-33	3.92	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably alterations to the Gas Governor
212	2-34	7.92	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably alterations to the Gas Governor
460	2-35	290.98	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the construction of Clayton Way and access to The Uplands
213	2-36	11053.56	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
213	2-37	307.26	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
460	2-38	5.35	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
460	2-39	177.06	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
213	2-40	301.1	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
460	2-41	169.24	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the construction of Clayton Way and to resolve the historic landownership issue
470	2-42	1192.15	Title	Permanently required for traffic calming works works to Welshpool Road and to resolve the historic landownership issue

211	2-43	32.84	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically to provide access to electricity substation at Oxon Business Park
214	2-44	98.08	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the construction of Clayton Way and to resolve the historic landownership issue
415	2-45	64.55	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the realignment of the B4380 (Holyhead Road) as a result of the new Holyhead Road Roundabout
545	2-46	2385.02	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the realignment of the B4380 (Holyhead Road) as a result of the new Holyhead Road Roundabout
480	2-47	1325.92	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the realignment of the B4380 (Holyhead Road) as a result of the new Holyhead Road Roundabout
505	2-48	1207.86	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the realignment of the B4380 (Holyhead Road) as a result of the new Holyhead Road Roundabout and the new field access
481	2-49	3.36	Title	Permanently required due to minor earthwork encroachment as a result of construction period only
525	2-50	1419.17	Title	Permanently required for traffic calming works works to Welshpool Road and to resolve the historic landownership issue
515	2-51	3875.52	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the realignment of the B4380 (Holyhead Road) as a result of the new Holyhead Road Roundabout
2220	2-52	11.18	Title	Permanently required for traffic calming works works to Welshpool Road and to resolve the historic landownership issue
515	2-53	2245.39	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
1180	2-54	223.56	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably the field access off Holyhead Road



535	2-55	5536.94	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the realignment of the B4380 (Holyhead Road) as a result of the new Holyhead Road Roundabout
535	2-56	5379.87	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the realignment of the B4380 (Holyhead Road) as a result of the new Holyhead Road Roundabout
540	2-57	6719.02	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the realignment of the B4380 (Holyhead Road) as a result of the new Holyhead Road Roundabout
520	2-58	322.87	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
520	2-59	152.53	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the realignment of the B4380 (Holyhead Road) as a result of the new Holyhead Road Roundabout
545	2-60	1338.2	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the realignment of the B4380 (Holyhead Road) as a result of the new Holyhead Road Roundabout
1380	2-61	2411.61	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the realignment of the B4380 (Holyhead Road) as a result of the new Holyhead Road Roundabout
520	2-62	721.64	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the realignment of the B4380 (Holyhead Road) as a result of the new Holyhead Road Roundabout
540	2-63	1412.57	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
560	2-64	8.62	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the realignment of the B4380 (Holyhead Road) as a result of the new Holyhead Road Roundabout
540	2-65	403.59	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway and structure assets
550	2-66	144.57	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, notably for the connection to existing PROW and for landscape mitigation
530	2-67	7222.16	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development

550	2-68	162.81	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway and structure assets
540	2-69	967.85	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
530	2-70	9.67	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway and structure assets
540	2-71	36.16	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
550	2-72	474.67	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
565	2-73	194.53	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
550	2-74	626.54	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the realignment of the B4380 (Holyhead Road) as a result of the new Holyhead Road Roundabout
530	2-75	29264.6	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the new Holyhead Road Roundabout, Western Bluff and Viaduct
530	2-76	5270.77	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
1380	2-77	987.76	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the new maintenance access for the drainage basin off Holyhead Road
585	2-78	204.76	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the realignment of the B4380 (Holyhead Road) as a result of the new Holyhead Road Roundabout
600	2-79	4344.94	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the construction of Holyhead Road and to resolve the historic landownership issue
2895	2-80	6.08	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development



640	2-81	2134.69	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the construction of Holyhead Road and to resolve the historic landownership issue
645	2-82	3093.54	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the Western Bluff and drainage basin
530	2-83	12574.97	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road landscape mitigation
1380	2-84	593.14	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
665	2-85	11.09	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the new Holyhead Road Roundabout, Western Bluff and Viaduct
1380	2-86	43.75	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the Western Bluff and drainage basin
530	2-87	122.76	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
670	2-88	203.56	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road landscape mitigation
530	2-89	11.04	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
670	2-90	26.52	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
670	2-91	5.95	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the new Holyhead Road Roundabout, Western Bluff and Viaduct
530	2-92	1123.36	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets, notably the River Severn Viaduct and the scour protection
530	2-93	2700.3	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development

670	2-94	29.69	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
670	2-95	28.4	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets, notably the River Severn Viaduct and the scour protection
530	2-96	123.7	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets, notably the River Severn Viaduct and the scour protection
670	2-97	724.83	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
530	2-98	431.14	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
531	2-99	1779.8	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
531	2-100	1146.75	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets, notably the River Severn Viaduct and the scour protection
531	2-101	3821.55	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
360	2-102	100915.4	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
360	2-103	10907.13	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets, notably the River Severn Viaduct and the scour protection
360	2-104	28524.08	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
360	2-105	264.16	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the River Severn Viaduct Pier and foundation



360	2-106	208	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the River Severn Viaduct Pier and foundation
360	2-107	16155.63	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, specifically the River Severn Flood Compensatory Storage Area. The existing ground level will be reduced to provide the equivalent flood storage and returned to the landowners with specific restrictions
360	2-108	208	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the River Severn Viaduct Pier and foundation
360	2-109	151.84	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the River Severn Viaduct Pier and foundation
360	2-110	151.84	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the River Severn Viaduct Pier and foundation
360	2-111	1799.8	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, specifically the River Severn Flood Compensatory Storage Area. The existing ground level will be reduced to provide the equivalent flood storage and returned to the landowners with specific restrictions
360	2-112	6507.61	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, specifically the River Severn Flood Compensatory Storage Area. The existing ground level will be reduced to provide the equivalent flood storage and returned to the landowners with specific restrictions
360	2-113	151.84	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the River Severn Viaduct Pier and foundation
360	2-114	151.84	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the River Severn Viaduct Pier and foundation
360	2-115	6875.38	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the River Severn Viaduct East Abutment
360	2-116	151.84	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the River Severn Viaduct Pier and foundation

360	2-117	151.84	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the River Severn Viaduct Pier and foundation
360	2-118	132.88	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the River Severn Viaduct Pier and foundation
360	2-119	9	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
360	3-01	51606.56	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically from the River Severn Viaduct to Berwick Road
360	3-02	15716.08	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
360	3-03	5996.59	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, specifically the River Severn Flood Compensatory Storage Area. The existing ground level will be reduced to provide the equivalent flood storage and returned to the landowners with specific restrictions
360	3-04	1090.03	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
360	3-05	1144.31	Rights	Rights required for future maintenance of, and access to Shrewsbury North West Relief Road highway assets
360	3-06	284.9	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
685	3-07	124.25	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
360	3-08	713.41	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
360	3-09	18614.52	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
360	3-10	2175.64	Rights	Rights required for future maintenance of, and access to Shrewsbury North West Relief Road highway assets



360	3-11	7337.5	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
360	3-12	1401.39	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, specifically the construction of the field access
701	3-13	4461.81	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically Berwick Road
2930	3-14	3155.13	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
2930	3-15	50.78	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically Berwick Road
700	3-16	123.34	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the drainage basin maintenance access off Berwick Road
700	3-17	14923.11	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
700	3-18	3545.44	Rights	Rights required for future maintenance of, and access to Shrewsbury North West Relief Road highway assets
700	3-19	8582.34	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
700	3-20	23980.75	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically Berwick Road to Marches Way Overbridge
360	3-21	1311.52	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
700	3-22	12424.92	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
701	3-23	11.53	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development

740	3-24	700.83	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, specifically for access improvements to West Mid Showground
740	3-25	583.72	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically for access improvements to West Mid Showground
701	3-26	89.56	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, specifically for access improvements to West Mid Showground
360	3-27	57.48	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, specifically for access improvements to West Mid Showground
701	3-28	91.23	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically for access improvements to West Mid Showground
740	3-29	756.53	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically for access improvements to West Mid Showground
701	3-30	6.09	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, specifically for access improvements to West Mid Showground
740	3-31	258.16	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, specifically for access improvements to West Mid Showground
700	3-32	5380.75	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the drainage basin east of Berwick Road
700	3-33	880.11	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
700	3-34	747.93	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
700	3-35	208.31	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development



700	3-36	226.58	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
750	3-37	761.94	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals
700	3-38	20.22	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
750	3-39	151.57	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
750	3-40	26.84	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
750	3-41	36.49	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
750	3-44	25629.77	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
750	3-45	27.59	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
750	4-01	150.29	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
700	4-02	4221.31	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals, specifically the drainage basin east of Berwick Road
700	4-03	144.09	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
700	4-04	2488.74	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
750	4-05	859.71	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
700	4-06	677.74	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
700	4-07	16120.52	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development

700	4-08	3655.85	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals
750	4-09	37451.66	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
2930	4-10	55.04	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
2930	4-11	60.14	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals
2930	4-12	54.77	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
750	4-13	109.22	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
750	4-14	487.76	Title	Permanently required to facilitate the Shrewsbury North West Relief Road Development
2930	4-15	6.95	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
750	4-16	39033.41	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals
750	4-17	46.33	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
2815	4-18	48.13	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
2955	4-19	23.39	Rights	Rights required to facilitate construction of NWRR Highway design and Hencote Lane Overbridge.
750	4-20	16446.88	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
751	4-21	6256.42	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway and structure assets
755	4-22	9457.41	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development



755	4-23	797.66	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
755	4-24	20052.78	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals
755	4-25	135.18	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
755	4-26	5619.11	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
755	4-27	42908.49	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road landscape mitigation
756	4-28	42094.03	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road landscape mitigation
780	4-29	1208.52	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
780	4-30	2787.66	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals
780	4-31	45.25	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development, specifically to construct "set back" field gate.
755	5-01	20831.3	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road landscape mitigation
780	5-02	15953.35	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals
780	5-03	3718.14	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
780	5-04	117.96	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
780	5-05	9211.21	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
756	5-06	166890.8	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road landscape mitigation
795	5-07	229.32	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road landscape mitigation
780	5-08	167.47	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
780	5-09	1425.51	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road landscape mitigation

810	5-10	1.39	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
780	5-11	887.13	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road landscape mitigation
780	5-12	84591.96	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road landscape mitigation
780	5-13	3502.07	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road landscape mitigation
730	5-14	46057.95	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road landscape mitigation
810	5-15	126.66	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
810	5-16	220.4	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
810	5-17	2674.03	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
730	5-18	38166.17	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road landscape mitigation
810	5-19	54400.14	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road landscape mitigation
810	5-20	23146.81	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
890	5-21	74.92	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
810	5-22	35800	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout
890	5-23	1632.28	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout
925	5-24	214.47	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout and alterations to Harlescott Lane and Ellesmere Road
925	5-25	149.33	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout and alterations to Harlescott Lane and Ellesmere Road

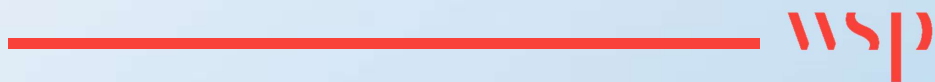


920	5-26	230.74	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout and alterations to Harlescott Lane and Ellesmere Road
811	5-27	589.16	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout and alterations to Harlescott Lane and Ellesmere Road
810	5-28	194.48	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
811	5-29	4197.52	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout
930	5-30	251.13	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout
870	5-31	608	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout
935	5-32	544.45	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout
900	5-33	153.9	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout
935	5-34	1178.35	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout
935	5-35	619.49	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout
960	5-36	276.5	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout
885	5-37	182.28	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout
900	5-38	2506.65	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout

960	5-39	329.39	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout
811	5-40	2791.65	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout, alterations to Huffley Lane and drainage basin
865	5-41	84.06	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout, alterations to Huffley Lane and drainage basin
790	5-42	3709.02	Title	Permanently required for the Shrewsbury North West Relief Road Development proposals including Ellesmere Road Roundabout, alterations to Huffley Lane and drainage basin
790	5-43	129.02	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
790	5-44	68.64	Rights	Rights required for future maintenance of Shrewsbury North West Relief Road highway assets
790	5-45	45.09	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development
790	5-46	1373.95	Essential license	Temporarily required to facilitate the Shrewsbury North West Relief Road Development

Appendix B

SIDE ROAD ORDER JUSTIFICATION



HIGHWAYS ACT 1980

SHROPSHIRE COUNCIL

**THE SHROPSHIRE COUNCIL (A53 (SHREWSBURY NORTH WEST RELIEF ROAD) CLASSIFIED ROAD)
(SIDE ROADS) ORDER 2024**

The Shropshire Council ("the Council") make this Order in exercise of their powers under sections 14 and 125 of the Highways Act 1980 and all other powers enabling them in that behalf:-

- 1 (1) The Council are authorised in relation to the classified road in the County of Shropshire to:
 - (a) improve the lengths of highway named in the Schedules to this Order and shown on the corresponding Site Plan by cross hatching;
 - (b) stop up each length of highway described in the Schedules and shown on the corresponding Site Plan by zebra hatching;
 - (c) construct a new highway along each route whose centre line is shown on the Site Plans by an unbroken black line surrounded by stipple;
 - (d) stop up each private means of access to premises described in the Schedules and shown on the corresponding Site Plan by a solid black band; and
 - (e) provide new means of access to premises at each location shown on the Site Plans by thin diagonal hatching.
 - (2) Where a new highway is to be constructed wholly or partly along the same route as a new access or part of one, that new highway shall be created subject to the private rights over that new access.
 - (3) Each new highway is given a reference letter on a Site Plan, which is also placed in the respective Schedule, and will be a road unless the word "footpath", "bridleway", "cycle track" or "restricted byway" appears beneath its reference letter in that Schedule, in which case it will be a footpath, bridleway cycle track or restricted byway (as the case may be). Each new access is given a number on a Site Plan, which is also placed in the respective Schedule.
 - (4) Where a new highway is to be constructed or a new access is to be provided in connection with the stopping up of a length of highway or private means of access described in a Schedule, its reference letter or number (as the case may be) is placed in that Schedule opposite the description of that length.
 - (5) Each Site Plan shows the works indicated in the respective Schedule and has the same number as that Schedule, and the route of the classified road in relation to those works.
2. Where immediately before a length of highway is stopped up in pursuance of this Order there is under, in, on, over, along or across that highway any apparatus of statutory undertakers or any telecommunications code system operator then, subject to section 21 of the Highways Act 1980, those undertakers, or that operator, as the case may be, shall have the same rights as respects that apparatus as they had immediately before the stopping up took place.
3. In this Order:
 - (a) distances are measured along the route of the relevant highway or private means of access to premises, as the case may be;



(b) a reference to a Schedule or Site Plan number is a reference to the Schedule, or to the Site Plan, so numbered;

(c) "the classified road" means the highway which the Council propose to construct from the A5 Churncote Roundabout for a distance of 6.9 kilometres in a north-easterly direction to the A528 Ellesmere Road Roundabout with new roundabout junctions at the B4380 Holyhead Road and the B5067 Berwick Road which is a classified road in accordance with section 12 of the Highways Act 1980;

"the Council" means the Shropshire Council;

"improvement" in relation to a highway includes raising, lowering or otherwise altering that highway, and "improved" shall be construed accordingly;

"new access" means a means of access to premises authorised by this Order to be provided;

"new highway" means a highway authorised by this Order to be constructed and "new highways" shall be construed accordingly;

"Schedule" means a Schedule to this Order, and "Schedules" shall be construed accordingly;

"the Site Plan" means one of the plans numbered 1 to 5 contained in the Plan Folio marked "The Shropshire Council (A53 (Shrewsbury North West Relief Road) Classified Road) (Side Roads) Order 2024" sealed with the Common Seal of the Council and deposited at the offices of the Council at [address] ; and a duplicate has been deposited in the Offices of the Secretary of State for Transport and may also be viewed online at [Council's website address]



THE COMMON SEAL of the
SHROPSHIRE COUNCIL
was hereunto affixed in the
presence of :

.....
Authorised Officer

Date.....]

SCHEDULE 1

In the Parishes of Bicton and Shrewsbury, in the District of Shrewsbury and in the County of Shropshire

Site Plan 1 of 5

Drawing No: 70056211-OD33-001

Highways to be improved

A5 (north-west of A5 Churncote Roundabout)
A5 (south of A5 Churncote Roundabout)
A5 Churncote Roundabout
A458 Welshpool Road (east of A5 Churncote Roundabout)
A458 Welshpool Road (west of A5 Churncote Roundabout)
Calcott Lane
Shepherd's Lane

Highways to be stopped up

Reference letters of new highways

Calcott Lane from a point 159 metres north of its junction with A458 Welshpool Road for a distance of 63 metres in a northerly direction

--

Shepherd's Lane from a point 368 metres north-west of its junction with A458 Welshpool Road for a distance of 117 metres in a north-westerly direction

--

Public Footpath 0408/7/1 from its junction with Calcott Lane for a distance of 434 metres in a south-easterly direction

1/A
(Footpath)

Public Footpath 0408/9/1 from its junction with Calcott Lane to its junction with Shepherd's Lane

1/B
(Bridleway)

--

1/C
(Bridleway)

--

1/D
(Bridleway)

--

1/E
(Cycleway)

1/F



-- (Footpath)
1/G
-- (Cycleway)

Private means of access to be stopped up Reference numbers of new accesses

Field Access, east side of Calcott Lane 190 metres from the junction of Calcott Lane and A458 Welshpool Road (1a)	--
Field Access, east side of Shepherd's Lane 370 metres from the junction of Shepherd's Lane and A458 Welshpool Road (1b)	1/3
Access Track (Little Oxon Lane) to Oxon Hall Touring & Holiday Home Park from a point 86 metres from the gated access Little Oxon Lane for a distance of 398 metres initially in a westerly direction and then in a northerly direction. (1/c)	--
--	1/1
--	1/2
Field Access west side of Shepherd's Lane 425 metres from the junction of Shepherd's Lane and A458 Welshpool Road. (1/d)	--

SCHEDULE 2

In the Parishes of Bicton and Shrewsbury, in the District of Shrewsbury in the County of Shropshire

Site Plan 2 of 5

Drawing No: 70056211-OD33-002

Highways to be improved

Clayton Way
 B4380 Holyhead Road (National Cycle Route 81)
 Welshpool Road (junction with B4380 Holyhead
 Road

Highways to be stopped up	Reference letters of new highways
--	2/A
Unadopted Road Clayton Way from its junction with A458 Welshpool Road for a distance of 618.4 metres in a north-westerly direction	2/B
B4380 Holyhead Road (National Cycle Route 81) western side from a point 264 metres from its junction with A458 Welshpool Road for a distance of 199 metres in north-westerly direction	2/D
B4380 Holyhead Road (National Cycle Route 81) from a point 438 metres from its junction with A458 Welshpool Road for 363 metres in a north-westerly direction	2/D
Public Footpath 0408/13/1 from a point 389 metres from its junction with A458 Welshpool Road for a distance of 230 metres in a northerly direction	
Public Bridleway 0408/14/4 (Featherbed Lane) from its junction with B4380 Holyhead Road (National Cycle route 81) for a distance of 199 metres in a north-westerly direction (co-existent with private means of access)	2/E (Bridleway) 2/G (Bridleway)
Public Footpath 0443/112/1 from its junction with Shelton Lane for a distance of 239 metres in a north-westerly direction	2/F (Footpath) 2/G (Bridleway)
--	2/B
--	2/C (Bridleway)

Private means of access to be stopped up **Reference numbers of new accesses**



Field access, east side of Clayton Way 54 metres to the north of the entrance to Clayton House Clayton Way (2a)	2/1
Field access south side of B4380 Holyhead Road (National Cycle Route 81) 180 metres east of the entrance to The Coppice, Holyhead Road (2b)	2/2
Access, south side of B4380 Holyhead Road (National Cycle Route 81) into property known as West View, Holyhead Road. (2c)	
Access track known as Featherbed Lane from its junction with B4380 Holyhead Road (National Cycle Route 81) for a distance of 86 metres in a north westerly direction (co-existent with Bridleway 0408/14/4 (2d)	2/4
Access track to River Severn Water Intake Works from a point 84 metres north of its junction with Shelton Lane for a distance of 50 metres in a northerly direction (2e)	2/5
Access track to River Severn Water Intake Works from Shelton Lane 66 metres east of the junction of Shelton Lane and B4380 Holyhead Road(National Cycle Route 81) for a distance of 188 metres in a northerly direction (2f)	--
--	2/3
--	2/6
--	2/7
--	2/8

SCHEDULE 3

In the Parishes of Pinhill and Shrewsbury, in the District of Shrewsbury in the County of Shropshire

Site Plan 3 of 5

Drawing No: 70056211-OD33-003

Highways to be improved

Berwick Road

Highways to be stopped up

Reference letters of new highways

Public Footpath 0443/89/2 from point 654 metres west of its junction with Public Footpath 0443/113/3 for a distance of 138 metres in a westerly direction	3/A (Footpath)
Public Footpath 0443/91/1 from a point 234 metres south of its junction with Public Footpath 0429/93/1(see Site Plan 4) for a distance of 130 metres in a south-easterly direction	3/D (Footpath)
Restrictive Byway 0443/114/2 Gravel Hill Road at its junction with Berwick Road	3/C
Berwick Road from a point 62 metres south-east of the access to Ivy Cottage Berwick Road for a distance of 74 metres in south-westerly direction.	--
Restricted Byway 0443/113/2 from its junction with Restricted Byway 0443/114/2 to its junction with Public Footpath 0443/113/3	3/B (Footpath)

Private means of access to be stopped up

Reference numbers of new accesses

Access Track from a point 654 metres from the junction of Public Footpath 0443/89/2 and Public Footpath 0443/113/3 for a distance of 138 metres (in a westerly direction (3a)	3/1
Access Track from Berwick Road to Restricted Byway Gravel Hill Lane (3b)	--
--	3/2
--	3/3
--	3/4
--	3/5



SCHEDULE 4

In the Parish of Shrewsbury, in the District of Shrewsbury in the County of Shropshire

Site Plan 4 of 5

Drawing No: 70056211-OD33-004

Highways to be improved

None

Highways to be stopped up

Reference letters of new highways

Public Footpath 0443/91/1 from its junction with Public Footpath 0443/93/1 for a distance of 240 metres in a southerly direction	4/A (Footpath) 4/C (Footpath)
Public Footpath 0443/92/1 from its junction with Public Footpath 0428/92A/1 for a distance of 549 metres in a southerly direction to its junction with Public Footpath 0443/93/1	4A (Footpath) 4C (Footpath)
Public Footpath 0443/93/1 from its junction with Public Footpath 0443/92/1 for a distance of 340 metres in north-easterly direction	4/A (Footpath)
Public Footpath 0443/94/1 from its junction with Public Footpath 0443/95/1 to its junction with Public Footpath 0443/92/1 (length of stopping up 194 metres)	4/A (Footpath) 4/B (Footpath)
Public Footpath 0443/104/1 from its junction with Public Footpath 0443/95/1 for a distance of 552 metres in a northerly direction	4/D (Footpath) 4/E (Footpath)
Public Footpath 0443/95/2 from a point 90 metres west of its junction with Public Footpath 0443/96/1 to a point 254 metres west of the same junction (length of stopping up 174 metres)	4/F (Footpath)

Private means of access to be stopped up	Reference numbers of new accesses
Access Track from its junction Public Footpath 0433/95/1 for a distance of 147 metres in a north-westerly direction (4a)	4/1
--	4/2

SCHEDULE 5

In the Parish of Shrewsbury, in the District of Shrewsbury in the County of Shropshire

Site Plan 5 of 5

Drawing No: 70056211-OD33-005

Highways to be improved

A528 Ellesmere Road
A528 Ellesmere Road Roundabout
Huffley Lane
A5124 Knights Way
Harlescott Lane

Highways to be stopped up	Reference letters of new highways
A528 Ellesmere Road east side 106 metres South of its junction with Harlescott Lane	--
A528 Ellesmere Road south of A528 Ellesmere Road Roundabout for 68 metres in a southerly Direction	--
Huffley Lane west of Ellesmere Road Roundabout for a distance of 130 metres	5C
Public Footpath (0443/96/1) from a point 472 metres north of its junction with Public Footpath 0443/95/2 (on site Plan 4) for a distance of 58 metres in a northerly direction.	5A (Footpath)



Public Footpath 0443/104/1 from a point 552 metres north of its junction with Public Footpath 0443/95/1 for a distance of 440 metres in a northerly direction

5B
(Footpath)

Private means of access to be stopped up

Reference numbers of new accesses

Field access south side of Huffley Lane 130 metres west of the Ellesmere Road Roundabout (5a)

5/1

--

5/2

THE COMMON SEAL of the SHROPSHIRE COUNCIL was hereunto affixed in the presence of :

.....
Authorised Officer

Date.....]

Highways to be stopped up

Reference letters of new highways

Calcott Lane from a point 159 metres north of its junction with A458 Welshpool Road for a distance of 63 metres in a northerly direction

--

Shepherd's Lane from a point 368 metres north-west of its junction with A458 Welshpool Road for a distance of 117 metres in a north-westerly direction	--
Public Footpath 0408/7/1 from its junction with Calcott Lane for a distance of 434 metres in a south-easterly direction	1/A (Footpath)
Public Footpath 0408/9/1 from its junction with Calcott Lane to its junction with Shepherd's Lane	1/B (Bridleway)
--	1/C (Bridleway)
--	1/D (Bridleway)
--	1/E (Cycleway)
--	1/F (Footpath)
--	1/G (Cycleway)

Private means of access to be stopped up	Reference numbers of new accesses
---	--

Field Access, east side of Calcott Lane 190 metres from the junction of Calcott Lane and A458 Welshpool Road (1a)	--
Field Access, east side of Shepherd's Lane 370 metres from the junction of Shepherd's Lane and A458 Welshpool Road (1b)	1/3
Access Track (Little Oxon Lane) to Oxon Hall Touring & Holiday Home Park from a point 86 metres from the gated access Little Oxon Lane for a distance of 398 metres initially in a westerly direction and then in a northerly direction. (1/c)	--



-- 1/1
-- 1/2

Field Access west side of Shepherd's Lane 425 metres from the junction of Shepherd's Lane and A458 Welshpool Road. (1/d) --

SCHEDULE 2

In the Parishes of Bicton and Shrewsbury, in the District of Shrewsbury in the County of Shropshire

Site Plan 2 of 5

Drawing No: 70056211-OD33-002

Highways to be improved

Clayton Way
B4380 Holyhead Road (National Cycle Route 81)
Welshpool Road (junction with B4380 Holyhead Road)

Highways to be stopped up

Reference letters of new highways

--	2/A
Unadopted Road Clayton Way from its junction with A458 Welshpool Road for a distance of 618.4 metres in a north-westerly direction	2/B
B4380 Holyhead Road (National Cycle Route 81) western side from a point 264 metres from its junction with A458 Welshpool Road for a distance of 199 metres in north-westerly direction	2/D
B4380 Holyhead Road (National Cycle Route 81) from a point 438 metres from its junction with A458 Welshpool Road for 363 metres in a north-westerly direction	2/D
Public Footpath 0408/13/1 from a point 389 metres from its junction with A458 Welshpool Road for a distance of 230 metres in a northerly direction	

Public Bridleway 0408/14/4 (Featherbed Lane) from its junction with B4380 Holyhead Road (National Cycle route 81) for a distance of 199 metres in a north-westerly direction (co-existant with private means of access)

2/E
(Bridleway)
2/G
(Bridleway)

Public Footpath 0443/112/1 from its junction with Shelton Lane for a distance of 239 metres In a north-westerly direction

2/F
(Footpath)
2/G
(Bridleway)

--

2/B

--

2/C
(Bridleway)

Private means of access to be stopped up

Reference numbers of new accesses

Field access, east side of Clayton Way 54 metres to the north of the entrance to Clayton House Clayton Way (2a)

2/1

Field access south side of B4380 Holyhead Road (National Cycle Route 81) 180 metres east of the entrance to The Coppice, Holyhead Road (2b)

2/2

Access, south side of B4380 Holyhead Road (National Cycle Route 81) into property known as West View, Holyhead Road. (2c)

Access track known as Featherbed Lane at its junction with B4380 Holyhead Road (National Cycle Route 81 (co-existant with Bridleway 0408/14/4 (2d)

2/4

Access track to River Severn Water Intake Works from a point 84 metres north of its junction with Shelton Lane for a distance of 50 metres in a northerly direction (2e)

2/5

Access track to River Severn Water Intake Works from Shelton Lane 66 metres east of the junction of Shelton Lane and B4380 Holyhead Road(National Cycle Route 81) for a distance of 188 metres in a northerly direction (2f)

--

--

2/3



--	2/6
--	2/7
--	2/8

SCHEDULE 3

In the Parishes of Pinhill and Shrewsbury, in the District of Shrewsbury in the County of Shropshire

Site Plan 3 of 5

Drawing No: 70056211-OD33-003

Highways to be improved

Berwick Road

Highways to be stopped up

Public Footpath 0443/89/2 from point 654 metres west of its junction with Public Footpath 0443/113/3 for a distance of 138 metres in a westerly direction

Reference letters of new highways

3/A
(Footpath)

Public Footpath 0443/91/1 from a point 234 metres south of its junction with Public Footpath 0429/93/1(see Site Plan 4) for a distance of 130 metres in a south-easterly direction

3/D
(Footpath)

Restrictive Byway 0443/114/2 Gravel Hill Road at its junction with Berwick Road

3/C

Berwick Road from a point 62 metres south-east of the access to Ivy Cottage Berwick Road for a distance of 74 metres in south-westerly direction.

--

Restricted Byway 0443/113/2 from its junction with Restricted Byway 0443/114/2 to its junction with Public Footpath 0443/113/3

3/B
(Footpath)

Private means of access to be stopped up

Reference numbers of new accesses

Access Track from a point 654 metres from the junction of Public Footpath 0443/89/2 and Public Footpath 0443/113/3 for a distance of 138 metres (in a westerly direction (3a)	3/1
Access Track from Berwick Road to Restricted Byway Gravel Hill Lane (3b)	--
--	3/2
--	3/3
--	3/4
--	3/5
--	3/6

SCHEDULE 4

In the Parish of Shrewsbury, in the District of Shrewsbury in the County of Shropshire

Site Plan 4 of 5

Drawing No: 70056211-OD33-004

Highways to be improved

None

Highways to be stopped up

Public Footpath 0443/91/1 from its junction with Public Footpath 0443/93/1 for a distance of 240 metres in a southerly direction

Reference letters of new highways

4/A
(Footpath)
4/C
(Footpath)

Public Footpath 0443/92/1 from its junction with Public Footpath 0428/92A/1 for a distance of 549 metres in a southerly direction to its junction with Public Footpath 0443/93/1

4A
(Footpath)
4C
(Footpath)



Public Footpath 0443/93/1 from its junction with Public Footpath 0443/92/1 for a distance of 340 metres in north-easterly direction	4/A (Footpath)
Public Footpath 0443/94/1 from its junction with Public Footpath 0443/95/1 to its junction with Public Footpath 0443/92/1 (length of stopping up 194 metres)	4/A (Footpath) 4/B (Footpath)
Public Footpath 0443/104/1 from its junction with Public Footpath 0443/95/1 for a distance of 552 metres in a northerly direction	4/D (Footpath) 4/E (Footpath)
Public Footpath 0443/95/2 from a point 90 metres west of its junction with Public Footpath 0443/96/1 to a point 254 metres west of the same junction (length of stopping up 174 metres)	4/F (Footpath)

Private means of access to be stopped up	Reference numbers of new accesses
Access Track from its junction Public Footpath 0433/95/1 for a distance of 147 metres in a north-westerly direction (4a)	4/1
--	4/2

SCHEDULE 5

In the Parish of Shrewsbury, in the District of Shrewsbury in the County of Shropshire

Site Plan 5 of 5

Drawing No: 70056211-OD33-005

Highways to be improved

- A528 Ellesmere Road
- A528 Ellesmere Road Roundabout
- Huffley Lane
- A5124 Knights Way
- Harlescott Lane

Highways to be stopped up

Reference letters of new highways

A528 Ellesmere Road east side 106 metres South of its junction with Harlescott Lane

--

A528 Ellesmere Road south of A528 Ellesmere Road Roundabout for 68 metres in a southerly Direction

--

Huffley Lane west of Ellesmere Road Roundabout for a distance of 130 metres

5C

Public Footpath (0443/96/1) from a point 472 metres north of its junction with Public Footpath 0443/95/2 (on site Plan 4) for a distance of 58 metres in a northerly direction.

5A
(Footpath)

Public Footpath 0443/104/1 from a point 552 metres north of its junction with Public Footpath 0443/95/1 for a distance of 440 metres in a northerly direction

5B
(Footpath)

Private means of access to be stopped up

Reference numbers of new accesses

Field access south side of Huffley Lane 130 metres west of the Ellesmere Road Roundabout (5a)

5/1

--

5/2

THE COMMON SEAL of the
SHROPSHIRE COUNCIL
was hereunto affixed in the
presence of :

.....
Authorised Officer

Date.....]





8 First Street
Manchester
M15 4RP

wsp.com

11620538-1

ⁱ The Town and Country Planning (General Permitted Development) (England) Order 2015. Available at: <http://www.legislation.gov.uk/uksi/2015/596/contents/made> (Last accessed 17 June 2020)

ⁱⁱ NOMIS, (2011). *Local Area Report* – Shrewsbury. Available at: <https://www.nomisweb.co.uk/reports/localarea?compare=E04011358> (Accessed 03 April 2020)