

**ID 10**

## **SHROPSHIRE LOCAL PLAN EXAMINATION**

<b>Representor unique Part A Ref *</b>	<b>A0623</b>
<b>Matter</b>	<b>Matter 3</b>
<b>Relevant questions nos</b>	<b>2, 4, 5, 7, 8, 9, 10, 19, 21 &amp; 23</b>

### **Stage 1 Hearing Statement**

\*Your unique reference can be found in the Schedule of Respondents (Schedule 3 of document SD014.01) at:

<https://shropshire.gov.uk/planning-policy/local-planning/local-plan-review/draft-shropshire-local-plan-2016-2038-examination/examination-library/earlier-regulation-18-plan-making-stages-of-consultation/regulation-19-pre-submission-draft-of-the-shropshire-local-plan-consultation/>

# Shropshire Local Plan examination – Matter 3 (Development Strategy (Policies SP1 – SP15) hearing statement

Vistry Homes Limited (respondent no: A0623)

May 2022

- 1.1 This Hearing Statement is submitted on behalf of Vistry Homes Limited in respect to their land interests at land to the west of Albrighton (SLAA Ref. ALB015).
- 1.2 We respond to questions 2, 4, 5, 7, 8, 9, 10, 19, 21 & 23 below.
- 1.3 This hearing statement is supported by the following appendices:
  - Appendix 1 Vision Framework land to the west of Albrighton

## Questions

**Q2: Does Policy SP1 include criteria to assess development proposals against? Does it replicate other policies in the Local Plan? Is it necessary and effective?**

- 1.4 The principles set out in policy SP1 broadly align with Paragraph 8 of the National Planning Policy Framework (NPPF) (2021), but essentially replicates what other policies in the plan seek to achieve, but on a much less detailed basis. As such there does not appear to be a clear need for the policy, it will be less effective than the other more detailed policies in the plan which development will be tested against.

**Q4: Should Policy SP2 define the scale of development expected in the various urban locations and rural settlements?**

- 1.5 Yes, otherwise it is unclear to the decision maker how much growth is directed to each settlement without reviewing each allocation individually. Indeed, this is the approach taken by Shropshire's adopted Core Strategy (March 2011) and Site Allocations and Management of Development (SAMDev) Plan (December 2015).

**Q5: The spatial strategy in the Core Strategy has a rural focus, while the submitted Local Plan's spatial strategy is urban focussed. The latter holds a list of 'saved sites' in appendix 2 which the Council intends to rely upon to meet the new spatial strategy and development requirements. Do the 'saved sites' accord with the spatial distribution of the submitted Local Plan? What will be the policy basis for these 'saved sites'? By relying upon such an approach, is the Local Plan positively prepared, justified, effective and consistent with national policy?**

- 1.6 Sites identified by the SAMDev Plan have been ‘saved’ and essentially rolled forward into the new Local Plan without any justification for their inclusion, despite the sites not being delivered since their allocation over six years ago. Some sites have been deleted, so some exercise must have been undertaken to determine which sites are to be included, such as whether there are extant planning permissions for any of the sites, or applications are expected to be submitted shortly. This exercise should be included as evidence in order to determine the deliverability of these sites.
- 1.7 In the absence of this evidence the presumption must be that these sites cannot be relied upon by the emerging Local Plan and its spatial strategy has not been demonstrated to be positively prepared, justified or effective. Alternative sites should therefore be sought to meet the county’s housing needs.

**Q7: What proportion of housing supply comes from the ‘saved sites’? & Q8: What proportion of the ‘saved sites’ have an extant planning permission and what is their level of contribution to the housing supply?**

- 1.8 These questions should be responded to by the Council. We reserve the right to review any evidence provided by the Council and provide a further response in due course.

**Q9: Is Policy SP3 justified, effective and consistent with national planning policy and Planning Practice Guidance (PPG)?**

- 1.9 Policy SP3 seeks to address climate change through minimising the need to travel, prioritising active travel and the use of public transport, amongst other. In order to address climate change it is essential that new development is directed to the most sustainable locations or locations which can be made sustainable, by limiting the need to travel, locating development in close proximity to existing facilities, services and employment opportunities, and by providing “*genuine choice of transport modes*” (paragraph 105 of the NPPF).
- 1.10 Policy SP3 and its approach reflect national policy, but if the plan is to address this matter as a whole than all policies need to seek to minimise the need to travel, including:
- As set out in our Matter 4 hearing statement, it has not been identified where any housing to meet the Black Country’s unmet needs will be located. It should be delivered as near as possible to where the need arises, at settlements such as Albrighton, which are in close proximity to the Black Country and its services and facilities. This is best represented by the regular train service from Albrighton into Wolverhampton, with a journey time of approximately 20 minutes.
  - As set out in response to Q19 below, significant employment growth is identified for RAF Cosford. The plan should look to align its housing growth spatial strategy to respond to this significant employment growth and identify more housing at settlements in close proximity which will minimise the need to travel, such as Albrighton.

- 1.11 Beyond the above, Albrighton is identified as a 'Key Centre in the Shropshire Green Belt' (Paragraph 3.142 of the Draft Plan), yet just 500 dwellings (set out in Draft Policy S1 Albrighton Key Centre) are identified for the settlement. This level of growth does not reflect its exceptional sustainability which is clearly evidenced within the Council's 'Hierarchy of Settlement Paper' (2017), including a railway station with services to Cosford, Wolverhampton, Birmingham, Telford and Shrewsbury, as well as a wide range of services and facilities within the settlement.

**Q10: Is Policy SP4 necessary as it rehearses national planning policy, contrary to the advice in PPG (Paragraph: 036 Reference ID: 61-036-20190723)?**

- 1.12 Policy SP4 'Sustainable Development' duplicates the NPPF and reiterates the principles set out within Section 38 (6) of the Planning and Compulsory Purchase Act 2004.
- 1.13 Policy SP4 would therefore be more effective if further details were provided relating to how the presumption will be applied locally, otherwise it should be deleted.

**Q19: Is Policy SP14 justified effective and consistent with national policy? Should the corridors be marked on a map or plan? Is this policy consistent with other policies in the Local Plan? Is it the purpose of this policy to allow for significant growth in addition to that allocated in the Local Plan, including development in the Green Belt?**

- 1.14 The Shropshire Economic Growth Strategy and subsequently the emerging Local Plan identify the 'M54 growth corridor' as one of the county's key strategic corridors and growth zones (the plan would benefit from a plan indicatively identifying the scale of the growth corridor to provide context to the decision maker).
- 1.15 In considering the implications of the strategic M54 growth corridor for Albrighton, the 'M54 Growth Corridor – Strategic Options Study' (June 2019) identifies RAF Cosford as one of the key strategic sites for existing employment and also provides opportunities for further employment growth. This is also recognised by the emerging Local Plan, which proposes to allocate the site for 214ha of new employment floorspace.
- 1.16 This scale of employment growth in this part of the county should be reflected in the amount of housing growth identified for the settlements surrounding RAF Cosford. Small scale windfall development at Albrighton (as per part 4 of draft policy S1.1) at a settlement surrounded by Green Belt and with limited brownfield land opportunities is not a sufficient strategy for responding to these employment needs. Indeed since 2002 97 windfall homes have been approved at Albrighton (as per the draft plan Five Year Housing Land Supply Statement (February 2022)), this equates to **circa 5 windfall dwellings per annum**.
- 1.17 Therefore, more growth should be directed to Albrighton in response to this employment need, so housing can be provided locally for the significant new jobs being created through the allocation of an additional 214ha of employment land at RAF Cosford, sustainably aligning where new housing is located with this significant investment in employment growth.

**Q21: Does the Local Plan strategy rely on windfall development and is the windfall allowance based on paragraph 71 of the Framework? Does the windfall allowance for housing need to be set out in the Local Plan?**

- 1.18 Paragraph 71 of the NPPF establishes that where windfall sites are included in the anticipated supply of housing “there should be compelling evidence that they will provide a reliable source of supply”. Allowance of windfall supply should be realistic, based upon land availability, historic delivery and future trends.
- 1.19 The Five Year Housing Land Supply 2020 (EV048.03) sets out an allowance of 4,485 dwellings on windfall sites (for sites of less than 5 dwellings) to be provided between 2023-2038. Although the Statement notes that windfall development on unallocated sites has historically formed a significant proportion of all development in the County, there is no certainty that a sufficient number of sites will come forward to contribute to housing supply. As such, it is considered that the Plan is overly reliant on windfall sites in the absence of evidence to demonstrate that this is a reliable source of supply, contrary to Paragraph 71 of the Framework (2021).

**Q23: Should the Local Plan include more small and medium size sites to provide greater choice, flexibility, and certainty?**

- 1.20 The Local Plan should ensure there is a deliverable supply of sites identified to achieve the spatial vision of the plan. Amongst the sites ‘saved’ from the SAMDev Plan there is generally a range of site sizes. As per the response to **Q5**, saved sites from the SAMDev Plan should be reviewed where they are not committed. In the instance that some of these sites are removed from the emerging plan, a supply of sites formed of sites with a mixture of sizes and capacities should be considered.
- 1.21 The Vision Framework provided at Appendix 1 of this Statement, sets out that the land to the west of Albrighton is suitable and appropriate for future development, as demonstrated through a robust assessment of the Site’s spatial and environmental context. It also represents a deliverable and viable opportunity to provide sustainable housing growth within Albrighton and the wider east Shropshire area. By ensuring there is a variety of sites, of different scales, integrated into the plan, such as ‘Land to the west of Albrighton.

## Appendix 1

# Land East of Newport Road, Albrighton

Vision Framework

Prepared on behalf of Bovis Homes Limited

January 2019



**Turley**

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### Date of issue:

January 2019

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# Introduction

# 01

This Vision Document has been prepared on behalf of Bovis Homes Limited in response to Shropshire Council's Local Plan Review 2016-2036. It seeks to demonstrate that land east of Newport Road is suitable, sustainable and deliverable and should be allocated for future development.

**1.1** Shropshire Council is undertaking a partial review of the local plan in line with the requirements of the National Planning Policy framework ('NPPF'). The Council's preferred development strategy seeks to make the best use of Shropshire's location to support a sustainable pattern of growth during the period 2016 to 2036. The key proposals are:

- A total requirement for 28,750 dwellings to be delivered during the plan period, equating to 1,430 dwellings per annum;
- A net requirement for 10,347 dwellings to be delivered during the plan period; and
- A net requirement for around 80ha of employment development.

## Spatial Framework

**1.2** This document illustrates an indicative spatial framework plan which could form the foundation of future development proposals.

**1.3** The spatial framework presented here has been generated in response to both strategic and site-specific considerations and observations, as well as a detailed appreciation of the site constraints and their effect on the development envelope. When the Site comes forward for development further appraisal will be required to guide the detailed layout of any development.

**1.4** Notwithstanding, the document and the proposition it illustrates has been prepared with a diligence and robustness which provides plan-makers with the confidence that development in this location is a credible and compelling opportunity.

## Scope

**1.5** This document articulates;

- The potential - a broad summary of strategic policy drivers.
- The place - an appreciation of context and constraints.
- The opportunity - the spatial and placemaking opportunities presented by the Site.

## The Site

**1.6** The Site is set on gently undulating land to the north-west of Albrighton, immediately adjacent to the existing settlement boundary. The central and main part of the Site comprises three medium sized grazed pastoral fields. A smaller scale paddock is located to the north-west corner, north of Sandy Lane. The Site boundaries are formed by Newport Road to the west; a tree belt on the northern boundary of the nature reserve to the south; the West Midlands Railway line to the north; and, Rectory Road to the east. The latter is also a public right of way; part of the Monarch's Way long distance footpath. The whole site is located within the West Midlands Green Belt.

**1.7** The Site's peripheral boundaries and the internal field boundaries are formed by maintained clipped native hedgerows. The north-east corner of the Site is set on the highest ground and allows for long distance views to the west and southwest.

**1.8** The Site is located adjacent to the Albrighton and Donington Conservation Area which includes St Cuthbert's Parish Church, St Mary Magdalene Church, St Cuthbert's Well, Albrighton Pool and the Old Rectory. Both churches are grade II\* listed buildings.

**1.9** A red line plan showing the extent and location of the site can be seen on the adjacent page. The site measures 11.76ha.

## The Team

**1.10** This document has been informed by the following consultant team:

- Bovis Homes Ltd – Developer / Land promoter
- Turley – Planning, Design, Heritage, Landscape and Visual
- BWB – Ecology and Drainage
- DTA - Transport

## Overview

**1.11** This document demonstrates that land to the east of Newport Road, Albrighton is capable of accommodating a sustainable residential development to meet the clear, identified need for new housing within Shropshire. The Site is subject to technical constraints that can be appropriately mitigated (see Site Analysis section of this document and the accompanying Technical Reports).

**1.12** The development would represent a logical expansion of the settlement and be consistent with the objectives of the emerging development plan document and its associated evidence base. The site is suitable, deliverable and achievable for housing development within the short-medium term, and as such should be supported within local policy.

**1.13** Bovis is a national house builder with experience of delivering high quality housing sites. Bovis has a wealth of experience and resource to enable effective and proactive promotion of sites through the development plan process and planning application. With their consultant team, Bovis will seek to work closely with the Council, statutory consultees and

other stakeholders through the development plan process, and as 'deliverers' will ensure careful attention is given to viability and costs in plan-making.



The Site

Albrighton

# Planning policy context

# 02

This analysis of planning policy has been informed by the aims of the National Planning Policy Framework (The Framework), the Shropshire Core Strategy (adopted March 2011), and the Site Allocations and Management of Development (SAMDev) Plan (adopted December 2015) and the associated evidence base documents.

## National Planning Policy Framework

2.1 The Framework provides the over-arching context for the preparation of development plans and consideration for the future use of the subject site.

2.2 Allocation of the subject site in the emerging Local Plan Review 2016-2036 for housing development would comply with the key objectives of the Framework as outlined below.

### Promoting sustainable development

2.3 The presumption in favour of sustainable development is central to the Framework's policy approach. In promoting sustainable development in the plan-making process, local planning authorities are required to positively seek opportunities to meet the development needs of their area (paragraph 11, NPPF)

2.4 Local Plans are the key to delivering sustainable development and should be prepared with that objective in mind. To that end, they should be consistent with the principles and policies set out in the Framework (paragraph 16).

2.5 It is clear from the Framework that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth and significant weight should be placed on that objective through the planning system.

### Plan-Making

2.6 Local Plans should be 'sound,' meaning that they should be positively prepared, justified, effective and consistent with national policy (paragraph 35)

### Housing

2.7 Section 5 of the Framework emphasises the Government's objective of 'significantly boosting the supply of homes.' To achieve this, LPAs should:

- Establish a housing requirement figure for their whole area, which shows the extent to which their identified housing can be met over the plan period.
- Identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability.
- identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies (paragraph 73).

## Sustainable transport

**2.8** Section 9 of the Framework highlights the important role transport policies have in facilitating sustainable development and also in contributing to wider sustainability and health objectives and states that transport issues should be considered from the earliest stages of plan-making, 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;
- 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.

**2.9** Paragraph 103 goes on to state that ‘The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.’

## Green Belt:

**2.10** The Framework establishes that the fundamental aim of the Green Belt is to prevent urban sprawl by keeping land permanently open. It sets out the five key purposes of the Green Belt as (paragraph 134):

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

**2.11** Paragraph 135 sets out that new Green Belts should only be established in exceptional circumstances. Paragraph 136 develops this and sets out that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or review of the Local Plan. When reviewing Green Belt boundaries, local planning authorities should take account of the need to promote sustainable patterns of development (paragraph 138).

**2.12** Paragraph 139 sets out that when defining boundaries, local planning authorities should:

- Ensure consistency with the development plan’s strategy for meeting identified requirements for sustainable development;
- Not include land which it is unnecessary to keep permanently open;
- Where necessary, identify areas of safeguarded land between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;
- Make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following an update to a plan which proposes the development;
- Be able to demonstrate that Green Belt boundaries will not need to be altered at the end of the plan period; and
- Define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

## Development Plan

**2.13** The development plan for Shropshire comprises the Shropshire Core Strategy (adopted March 2011) and the Site Allocations and Management of Development (SAMDev) Plan (adopted December 2015).

### Shropshire Core Strategy:

**2.14** The Core Strategy is the principle development plan document and sets out how Shropshire is expected to evolve over the period 2011 to 2026.

**2.15** The Core Strategy is split into five spatial zones. Albrighton is located in the ‘East Spatial Zone.’ The East Spatial Zone is located between Telford (a growth point) and the West Midlands conurbation (a focus for regional urban development) and is influenced by the Wolverhampton to Telford Technology Corridor.

**2.16** Policy CS1 ‘Strategic Approach’ establishes that during the plan period (2006 to 2026), around 27,500 dwellings will be delivered. The policy establishes that Shrewsbury will be the focus of development, with the role of Market Towns and other Key Centres (which includes Albrighton) identified as being to maintain and enhance their traditional roles in providing services and employment and accommodating around 40% of Shropshire’s housing requirement.

**2.17** The Policy map confirms that the site is within the Green Belt. Policy CS5 ‘Countryside and Green Belt’ sets out the development in the Green Belt will be strictly controlled.

**2.18** Policy CS6 ‘Sustainable Design and Development Principles’ requires development to be well designed using high quality design principles, to achieve an inclusive and accessible environment which respects and enhances local distinctiveness and which mitigates and adapts to climate change.

**2.19** Policy CS11 ‘Type and Affordability of Housing’ requires housing development to help balance the size, type and tenure of the local housing stock. Developments will be required to achieve an overall target of 33% local needs affordable housing, comprised of 20% social-rented and 13% intermediate affordable housing.

## Site Allocations and Management of Development (SAMDev) Plan

**2.20** The SAMDev Plan sets out proposals for the use of land and policies to guide future development in order to help deliver the Vision and Objectives of the Core Strategy.

**2.21** MD1: 'Scale and Distribution of Development' builds on the policies set out in the Core Strategy and confirms that sufficient land will be made available during the remainder of the plan period up to 2026. The policy confirms that sustainable development will be supported in Shropshire.

**2.22** MD2: 'Sustainable Design' sets out that for a development proposal to be considered acceptable, it is required to:

- Respond positively to local design aspirations;
- Contribute to and respect locally distinctive or valued character and existing amenity value;
- Embrace opportunities for contemporary design solutions;
- Incorporate Sustainable Drainage techniques;
- Consider design of landscaping and open space holistically as part of the whole development;
- Ensure development demonstrates there is sufficient existing infrastructure capacity; and
- Demonstrate how good standards of sustainable design and construction have been employed.



## Policy Analysis

**2.23** Planning policy at all levels directs new housing development to sustainable locations that are well served by public transport and are in close proximity to jobs and services. The suitability of Albrighton to accommodate additional development has been recognised by the Council through its position in the hierarchy which identifies it as a Key Centre.

**2.24** Shropshire Council is current preparing its Local Plan Review, which will replace the adopted Core Strategy and SAMDev Plan. This will ensure the development plan remains up to date and responds to the current national planning policy context, as well as the most up to date evidence. It will also enable the county to meet its ambitious growth aims.

**2.25** The Local Plan Review identifies a gross requirement for 28,750 dwellings during the plan period 2016 to 2036. Taking into account historic completions and existing commitments and allocations, the net requirement during the plan period is 10,347 dwellings across Shropshire.





Development of the scale proposed for land to the east of Newport Road, Albrighton, must be based on a sound appreciation of context.



## Wider Context

**3.1** With a population of circa 4600 (2011 Census), Albrighton is one of the largest settlements in east Shropshire, being defined as a “Market Town and Key Centre” in the Shropshire Core Strategy (2011). The village benefits from a strategic location roughly 10km from both Wolverhampton City Centre to the south-east and Telford to the north-west.

**3.2** Albrighton has excellent accessibility to the strategic road and rail network with Junction 3 of the M54 located approximately 3km to the north (from the centre of the village). To the east, the M54 joins the wider strategic road network at the M6. The A41 runs to the north and links Albrighton to Wolverhampton, the M54 and Newport. West of Telford, the A41 becomes the A5 to Shrewsbury and onward through Wales to Hollyhead.

**3.3** Approximately 10km west of Albrighton at Junction 2 of the M54, is i54 South Staffordshire, a 239-acre (98 hectare) UK technology-based business park. Major occupiers include Jaguar Land Rover, Moog, Eurofins and ISP. Nearby is the former Royal Ordnance Factory (ROF) Featherstone site on Cat and Kittens Lane South. South Staffordshire Council has identified the site as one of its four Strategic Employment Sites, along with an extension to i54, offering the potential to create up to 2,500 new jobs.

**3.4** Albrighton train station is served by West Midland services which operate hourly, Monday to Saturday between Birmingham, Wolverhampton, Telford and Shrewsbury and by Arriva services which operate two-hourly on Sundays.

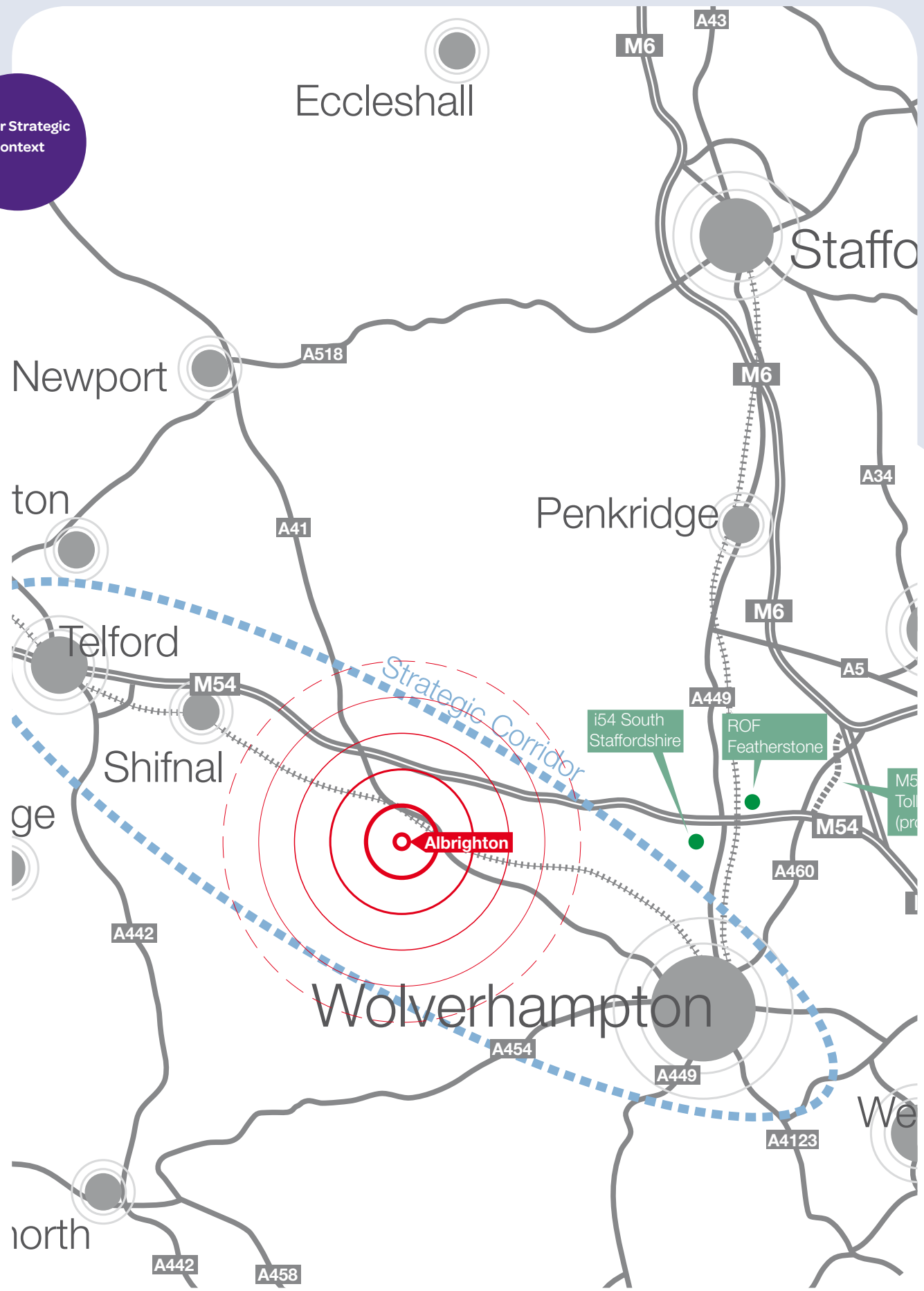
## Site Location

**3.5** The Site is located to the east of Newport Road, adjacent to the existing built up area of Albrighton. It is bounded by Newport Road to the west, the railway to the north and Rectory Road to the east. Sandy Lane runs through the northern area of the Site connecting Newport Road to Rectory Road although in parts it is an unmade track.

**3.6** The Albrighton and Donington Local Nature Reserve lies directly to the south of the Site set within a small, shallow wooded valley. It contains a historic pool, Willow Carr woodland, a series of ponds and informal pathways running through areas of woodland and meadow.



Wider Strategic Context



**3.7** The Site also falls adjacent to the Albrighton and Donington Conservation Area which includes St Cuthbert's Parish Church, St Mary Magdalene Church, St Cuthbert's Well, Albrighton Pool and the Old Rectory. Both churches are grade II\* listed buildings.

**3.8** Albrighton historically grew around St. Magdalene Church (dating from 1181) and the principal routes into the village; High Street, Cross Road and Station Road. Rectory Road is a public right of way: part of the Monarch's Way long distance footpath. This promoted route is said to relate to an escape route taken by King Charles II after the battle of Worcester and runs from Worcester via Bristol and Yeovil to Brighton, with a short detour into Shropshire. The village grew significantly during the 1950s/60s with new housing estates developed to the north as well as the construction of the Albrighton bypass (A41).

**3.9** RAF Cosford (and the adjacent Royal Air Force Museum) is located 1.5km to the north-west and provides training and accommodation to a significant number of military personnel.

**3.12** Albrighton has very good public transport services. There are currently three bus services which serve Albrighton, providing frequent services to local higher order settlements including Telford and Wolverhampton. All three services run along the site boundary with Newport Road and serve the existing stops near to Worthington Drive.

**3.13** Albrighton and Cosford train stations are both within walking and cycling distance of the site (1.3km and 0.9km away respectively). Both stations are served by West Midland services which operate hourly, Monday to Saturday between Birmingham, Wolverhampton, Telford and Shrewsbury and by Arriva services which operate two-hourly on Sundays. From Cosford train station, Telford is 11 minutes, Wolverhampton 17 minutes, Shrewsbury 33 minutes and Birmingham 35 minutes. As part of its new franchise West Midlands Railway has committed to investing £1billion in the network, including more trains between Birmingham and Shrewsbury with two services per hour from December 2018, as well as a new service on a Sunday

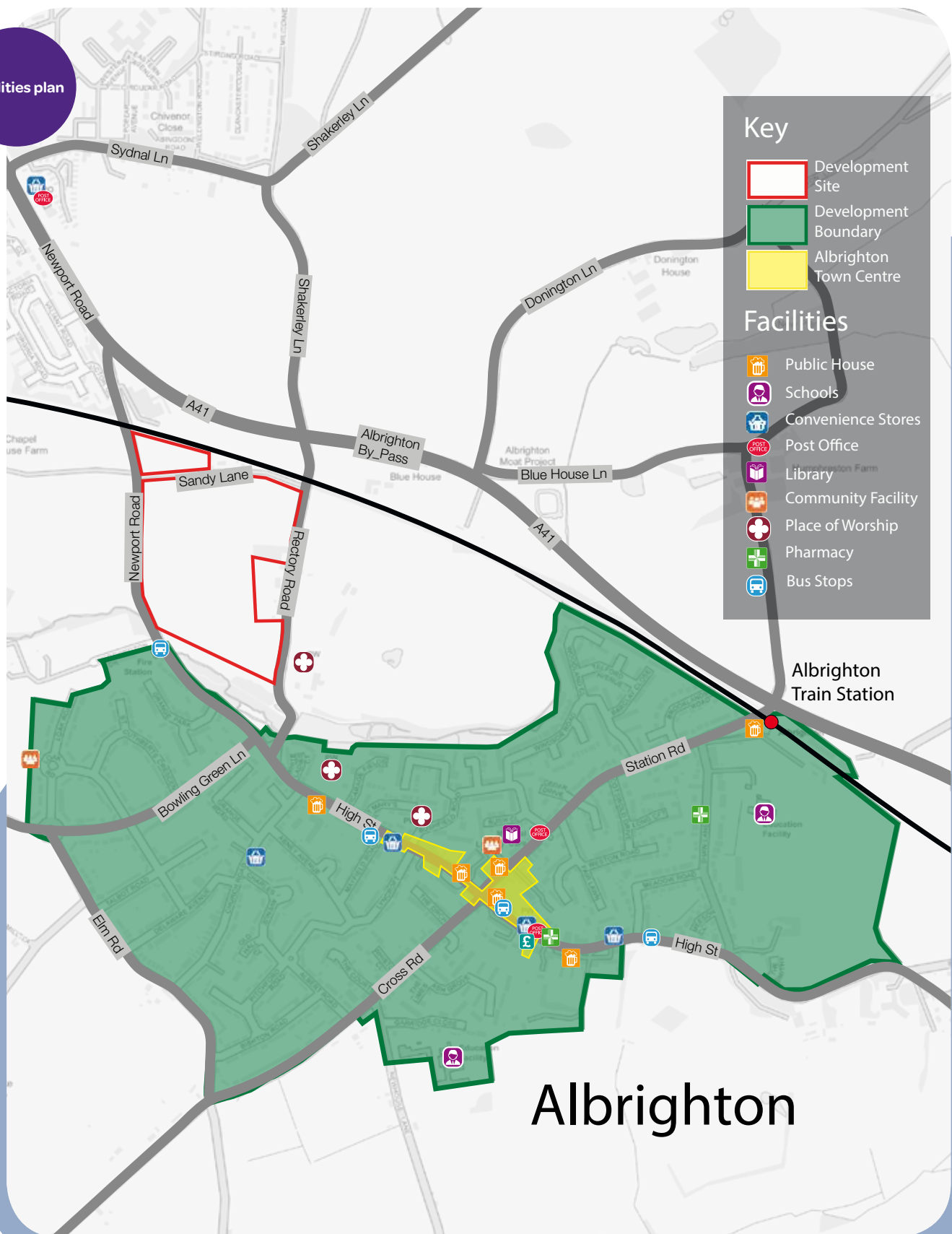
## Facilities and amenities

**3.10** Albrighton is a very sustainable location with a wide range of local shops, restaurants, facilities and services. These are mainly centred on the High Street and can be easily reached by a range of means including conveniently by foot and cycle.

**3.11** The village supports two primary schools (St Mary's CofE off Shaw Lane and Albrighton Primary on Newhouse Lane) and a preparatory school. The village centre offers a range of local shops and services including a post office, bank, Co-op and Spa supermarkets. Leisure and community facilities within the village include two churches, a village hall, library, social club, public houses/bars, and recreation facilities including sports pitches, allotments, and a bowling club. Health services include a medical practice, dentist, pharmacy and optician. A small business park is located on the eastern edge of the village, close to the railway station.



Facilities plan



Key

- Development Site
- Development Boundary
- Albrighton Town Centre

Facilities

- Public House
- Schools
- Convenience Stores
- Post Office
- Library
- Community Facility
- Place of Worship
- Pharmacy
- Bus Stops

Albrighton

# Site analysis

Technical assessment

# 04

A series of technical studies have been undertaken to inform the emerging proposals for the Site and support its allocation for residential development.

**4.1** This section summarises the key technical considerations for the site.

## Landscape

**4.2** High level landscape and visual analysis has been carried out by a chartered landscape architect from Turley Landscape and VIA to identify the existing landscape features, landscape character and key visual receptors of the Site. The likely landscape and visual opportunities and constraints which affect the Site's ability to accommodate residential development have also been considered.

**4.3** The whole site is located within the West Midlands Green Belt; this does not provide an indication of landscape value but considers the openness of the land as an essential characteristic of the Green Belt. In the Shropshire Landscape Character Assessment (2006) the Site falls within the 'Sandstone Estatelands' which are described as "gently rolling, open landscapes formed over Permo-Triassic sandstones". The Site contributes to the described characteristics of gently rolling, open fields with a regular field pattern (although analysis of historic OS maps demonstrates that the internal field structure has been altered over time). Large scale development associated with RAF Cosford is present to the west of the Site and has reduced the rural character of the Site to some extent.



## Landscape Features

**4.4** The Site contains grazed pastures set on gently undulating land to the north-west of Albrighton. The eastern boundary of the Site partly runs alongside Rectory Road which is also part of the Monarch's Way long distance footpath. This promoted route is said to relate to an escape route taken by King Charles II after the battle of Worcester and runs from Worcester via Bristol and Yeovil to Brighton, with a short detour into Shropshire. There is a strong rural character to the narrow Rectory Road as you approach Albrighton and Donington from the north which should be preserved within any development proposals. The Site and its immediate surroundings are not covered by a landscape designation. However, a number of attributes are present which contribute to its value locally. The landscape is in good condition with well-maintained hedgerows and is actively farmed. It is adjacent to the existing settlement edge and contributes to the landscape setting of the village.

## Key Visual Receptors and Views

**4.5** The extent of visibility of the Site is limited by its topography and the influence of surrounding mature vegetation and built form. Although the Site provides long distance views out to the surrounding landscape, there are limited publically accessible viewpoints, providing views of the Site, beyond the immediate context. This is primarily due to the vegetation associated with the railway line and A41 to the north, the large army barracks and buildings associated with RAF Cosford to the west and the woodland associated with the Albrighton and Donington Local Nature Reserve to the south. The latter of these provides containment to the surrounding village.

**4.6** The key visual receptors in close proximity include the roads that surround the Site's boundaries; Monarch's Way; Albrighton and Donnington Local Nature Reserve; Newport Drive and sports fields; and, residential properties associated with Sandy Lane and Rectory Road. From St Cuthbert's Church the views from the churchyard and entrance path are filtered by mature trees including some evergreen species. Although views are possible of the Site's southern field, the intervening trees prevent there being clear vistas albeit the connection with the surrounding rural landscape is recognised in the conservation area appraisal. The northern part of the Site has a greater visual association with the wider countryside. The views from the northeast corner of the Site extend to distinctive hills including the Long Mynd and the Wrekin which are part of the Shropshire Hills AONB.

## Landscape Capacity and Design Principles

**4.7** Proposals to accommodate development on the Site will need to be landscape-led to ensure potential landscape and visual effects are minimised. A number of design principles have been incorporated into the emerging layout to help reduce the 'impact of change' on the surrounding area's landscape character and visual amenity.

- Northeast and northwest fields proposed to be kept free form development and retained in agricultural use to preserve a rural fringe to the settlement; set development back from the rural approach to the village on Rectory Road; and preserve some open land between Albrighton and RAF Station Cosford.
- Existing hedgerows to be retained within the layout and strengthened where required with development set back from these features to preserve their condition.
- Development to be set within generous areas of open space to help contain the development and reduce the massing of built development at the settlement fringe. This should be supported by incorporating tree planting within the layout to increase the species diversity within the Site and assist with integrating the development into the landscape.
- Informal church green to be created in the southeast corner of the site adjacent to the church to reduce the effect of built development on views from the Monarch's Way and St Cuthbert's Parish Church.



**View across site from  
north-east corner**

- Landscape buffer to be included along the southern edge of the Albrighton and Donington Local Nature Reserve to ensure that development is set away from root protection areas and does not impact on the network of habitats. Existing vegetation to the southern boundary of the Site to be strengthened to reduce the influence of built form in views from the nature reserve.
- Positive frontage to be provided along Newport Road to enhance the village approach from the northwest.
- The high quality development needs to provide a sensitive response to the landscape setting and reflect the character of the village. Residential properties should be predominantly 2 storeys with a variation of building types to add visual interest and enhance the character.

**4.8** The Site is located adjacent to the existing settlement boundary of Albrighton and is seen in the urban context of the village. It is also well contained within the wider landscape. By creating a robust landscape framework that incorporates generous areas of open space and buffer planting, the impact on the rural character of landscape would be reduced and the influence of built development on views from nearby receptors would be minimised.

View across  
the Site from  
Newport Road



## Ecology

**4.9** A desk based search showed that there were no European or National statutory designated sites within the search area. However, a search using MAGIC identified a single Local Nature Reserve (LNR) running adjacent to the southern boundary of the site; Donington and Albrighton is a local nature reserve being a valuable site for wildlife and recreation in Shropshire. There is potential for the nature reserve to be impacted upon by an adjacent development, however the development proposals include a minimum 10m buffer to the reserve which would minimise the potential for impacts.

**4.10** St. Cuthbert's Meadow is the main part of the reserve, and is mostly used as a recreational area. The St. Cuthbert's well is surrounded by older trees like Beech, Hazel, but most noticeably Old Yew. These mature trees make it an important area for nesting birds. The reserve contains the Donington Pool which is a waterbody providing valuable habitat for breeding wildfowl. At the far side of Donington Pool is a willow carr woodland area, with streams and marshes.

**4.11** A large proportion of the Site comprises arable fields i.e. turnip fodder crop grazed by sheep. Other than the turnips, the fields contain limited vegetation and much of the fields are heavily poached by sheep, which extend to the hedgerow bases in some cases. Poor semi-improved grassland is also present on Site i.e. horse grazed pasture.

**4.12** A total of 13 hedges were recorded on the Site. These form the boundary of the fields, including a double-hedge either side of Sandy Lane, which is a public footpath. All of the hedges are mature, and predominantly dominated by hawthorn with varying amounts of other typical hedgerow species such as English elm, holly, elder, field maple and yew. Two hedgerows consist of a row of alder which has been topped. Standard trees are scattered throughout the hedgerows and consist primarily of sycamore, oak and ash.



**4.13** The hedgerows provide optimal habitat for breeding birds, and wintering birds such as winter thrushes. Dependant on the use of the field interiors, the Site has potential to support farmland birds of conservation concern. This would be more likely if the fields contain cereals during the spring/ summer months.

**4.14** A line of trees is present along the railway embankment, consisting of mature willow, oak, sycamore, cherry and hawthorn. A row of 10 mature trees, primarily Oak, are located along the eastern boundary of the lower half of the Site. Many of the trees are ivy clad and show evidence of decay/rot holes.

**4.15** It is possible that great crested newts may breed in the vicinity of the Site. The majority of the Site, namely the field interiors, do not provide suitable habitat for amphibians with the exception of the grassland areas. The hedgerows may provide commuting or refuge areas for amphibians where within 250m of a breeding pond.

**4.16** The Site has potential to support foraging bats and may have potential to support bat roosts within the large mature trees on Rectory Road. Hedgerows will be retained as part of the development in addition to the mature trees.

**4.17** No confirmed badger setts were identified during the survey, however evidence indicated that badgers use the Site as part of their territory. It is possible that outlier setts could be located underneath the wider hedgerows, however it is unlikely that a larger sett, such as a main sett, would be located within the boundary of the Site. Provided that good working practices are adhered to such as covering trenches overnight, impacts to badgers are considered unlikely. There is a risk of small setts being located within the wider hedgerows; a badger survey will be undertaken to allow a more comprehensive understanding of the Site's use by badgers. However, based on the current findings no significant impacts are envisaged.

**4.18** No rare or notable botanical species were found. The majority of the Site does not represent habitats of conservation value, however, a number of the hedgerows may qualify as Important Hedgerows. The vast majority of hedgerows would remain intact, and, in some cases, be enhanced as part of the current proposals.

**4.19** The risk of harm to amphibians, in particular great crested newts, is considered to be low, due to the lack of significant suitable habitats and distance from potential breeding ponds. The nature reserve pond is thought to contain fish and is therefore unlikely to support great crested newts; this will be confirmed with an eDNA survey.

**4.20** The Site provides optimal nesting habitat for birds, primarily within the hedgerows and trees. Any works to clear vegetation in suitable bird breeding habitats on the Site will be undertaken outside the breeding bird season therefore no impacts to nesting birds are envisaged.

**4.21** There is potential for bat roosts within the mature trees on Rectory Road. However, there will be a buffer to these trees in the final masterplan therefore impacts are unlikely. Hedgerows will be retained as part of the development in addition to the mature trees. Light spill into these areas with an appropriate lighting strategy therefor impacts are unlikely.



## Access

**4.22** The NPPF is predicated on the assumption that new developments are located in areas that provide people with a choice of travel modes and are able to provide safe and suitable access for all. There is also a presumption that new developments should only be resisted on highways and transportation grounds when it can be demonstrated it will lead to a severe impact upon the local transport networks. Having regard to these tests, an overview of the transportation merits of the Site is provided below.

**4.23** Albrighton has very good public transport services, both bus and rail. As such the site location compares very favourably to many locations within or adjacent to much larger centres in terms of the frequency and range of destinations that can be easily reached.

**4.24** Accessibility to bus services is very high with the closest bus stops located directly opposite the Site around Worthington Drive. These stops are served by routes with a 30 minute inter-peak frequency to the nearby higher order towns and cities including Telford and Wolverhampton. Whilst these stops are basic in terms their existing provision, they could be readily enhanced with seating or information panels as part of the development. The existing stops are within the recommended guidelines of 400m of the whole of the Site. However, further stops could be provided to the north in positions of higher conspicuity for residents. Due to the geography of the site there is no need to bring services into the site. To ensure good access to public transport to and from the site, direct and convenient pedestrian links to the existing bus stops will be provided from within the Site.

**4.25** In terms of rail access, both Cosford Train Station and Albrighton Station are within walking and cycling distance of the Site. Both stations are served by West Midlands Railway services which operate hourly, Monday to Saturday between Birmingham, Wolverhampton, Telford and Shrewsbury and by Arriva services which operate two-hourly on Sundays. Cosford Station is the nearest of the two stations, located approximately 900m (straight-line) from the Site. Walk times would be around 15-20 minutes (5 minute cycle ride).

**4.26** Albrighton is a very sustainable location with a wide range of local shops, facilities and services. These are mainly centred on the High Street and can be easily reached by a range of means including conveniently by foot and cycle. Moreover there are a significant number of trips that are likely to be local as the majority of the community is within a 20 minute walk of the Site.

**4.27** The Site will be served from a new access onto Newport Road. A separate emergency access will also be provided onto Newport Road to the north of the main access. The main access into the Site will take the form of a simple priority junction and will be fully compliant with current highway design standards. It has been located towards the southern end of the Site's frontage onto Newport Road which is subject to a 30mph speed limit. There is no reason however why the speed limit should not be moved further north and this would assist in the establishment of a further bus stop to the north and the additional pedestrian crossing demand that would generate. This will be explored further with the highways authority.

**4.28** The local road network is of a good standard including the junction of Newport Road and A41. No significant works should therefore be required to accommodate the development. This will be confirmed with detailed modelling at planning application stage. The quantum of development being promoted at the Site is unlikely to generate a level of traffic that would result in a material impact upon the local highway network. During peak hours, it is expected that the Site will generate of the order of 120 vehicles per hour or around 2 vehicles per minute. The majority, 80-90%, of this demand will be to the north, to the A41. As such there will be very little additional traffic within Albrighton (which is a significant advantage of this site over expansion to the south or east). The Site will therefore provide additional support for local services and facilities without build-up of extraneous traffic in the centre of the community.

**4.29** The traffic impact further afield will need to be considered in more detail at the planning stage however it is clear that the existing junction with the A41 has been designed to a high standard, consistent with contemporary design guidance and the safety performance of this junction is excellent as is apparent from the low number of reported accident over the most recent five year period (source: [www.crashmap.co.uk](http://www.crashmap.co.uk) which presents official DfT published statistics).

## Flood risk and Drainage

### Flood Risk

**4.30** The proposed development site is shown to be located almost entirely outside the floodplain of the Albrighton Brook as shown on the Environment Agency Flood Map for Planning. A small area within the south west of the Site is located within the high risk floodplain (Flood Zones 2 & 3). These zones are identified as land assessed as having between a 1 in 100-year [1 in 200-year tidal] and a 1 in 1000-year or greater annual probability of river/tidal flooding, and land assessed as having a 1 in 100-year or greater annual probability of river flooding and/or a 1 in 200 year probability of flooding from tidal sources, respectively. The proposed built development will be located entirely in Flood Zone 1 on the Site. No other form of flooding (groundwater, sewer, surface water, canal and reservoir) is considered to pose a notable risk.

### Existing Surface Water Drainage

**4.31** The entire site is greenfield in nature and is considered to drain via a combination of natural infiltration and surface water runoff into field ditches which run in the hedgerows which bound the Site. On review of contours the Site can be divided in three principal catchment areas: the north-east catchment falls relatively steeply to the west from Rectory Road with differences across this section of the Site of approximately 8m; the central area in the southern section of the Site is shown to form a relatively flat or slightly sloping plateau, with levels falling away toward the Albrighton Brook in the extreme southern section of the Site. The northern most section of the site falls away to the north, with a farm track running east-west in the northern parcel forming a ridge line.

### Proposed SuDS Strategy

**4.32** It is proposed to restrict runoff from the development to the equivalent greenfield runoff rate (QBAR), thus preventing any increase in flows leaving the site. Attenuated storage will be provided in the form of SuDS, (Sustainable Drainage Systems). A SuDS strategy will be implemented to treat the runoff from the development; furthermore, the proposed surface water draining will ensure there is no increase in flood risk elsewhere as a result of the development as required by Local Authority and National Government planning policy. As the underlying strata is likely to permit infiltration, this will be pursued as the preferred method of surface water discharge.

## Heritage

**4.33** An Initial Desk-Based Heritage Appraisal has been prepared which identifies a number of heritage assets to the south east of the Site that will potentially be affected by the future development of the Site.

**4.34** It is considered that the assets which have potential to be affected are:

- The Church of St Cuthbert (grade II\* listed)
- Churchyard Cross about 10 metres south of the tower of the Church of St Cuthbert (grade II\* listed and a Scheduled Ancient Monument)
- Chest Tomb approximately 10 metres north of the chancel of the Church of St Cuthbert (grade II listed)
- The Donington and Albrighton Conservation Area.

**4.35** St Cuthbert's Well (grade II listed) is a natural spring situated in the valley to the south of the Site. This area is tightly enclosed by dense tree cover, with no views out. It is not considered that development of the Site would affect the significance of the listed well.

**4.36** At present the Site forms part of the wider rural setting of these heritage assets. There are views from the churchyard to the west, across the Site and views of the Church from the Site which contribute to the significance of the Church and the associated assets. There are also views along Rectory Road which contribute to the rural character of the Donington and Albrighton Conservation Area and to the significance of St Cuthbert's Church as a rural, medieval Parish Church.

**4.37** It is considered that any potential impact to heritage assets caused through the development of the Site would be less than substantial which, in line with paragraph 134 of the NPPF, should be weighed against the public benefits of the proposals.

**4.38** There are opportunities to mitigate the potential impact through design strategies to ensure any impacts are minimal. These include drawing development back from the conservation area boundary, providing visual and physical buffers and retaining existing hedgerows.

## Technical summary

**4.39** Based on the technical information provided, no constraints have been identified which would inhibit development of the Site for residential and associated community uses. The following summaries can be drawn:

### Landscape

**4.40** The Site has a largely rural character, comprising grazed pastures set on gently undulating land to the north-west of Albrighton. The whole site falls under Green Belt designation. The Site and its immediate surroundings are not covered by a landscape designation. However, a number of attributes are present which contribute to its value locally including: well maintained boundary hedgerows; historic field patterns; long distance views to AONB; and some visual associations with the adjacent Albrighton and Donington Conservation Area and St Cuthbert's Church.

**4.41** There are limited publically accessible viewpoints, providing views of the Site, beyond the immediate context. The extent of visibility of the Site is limited by its topography and the influence of surrounding mature vegetation and built form. The key visual receptors in close proximity include the roads that surround the Site's boundaries; Monarch's Way; Albrighton and Donnington Local Nature Reserve; Newport Drive and sports fields; and, residential properties associated with Sandy Lane and Rectory Road. From St Cuthbert's Church the views from the churchyard and entrance path are filtered by mature trees including some evergreen species.

### Ecology

**4.42** There are no European or National statutory designated sites within the search area. Donington and Albrighton is a local nature reserve being a valuable site for wildlife and recreation in Shropshire. Any potential impacts on the nature reserve can be minimised by providing an appropriate landscape buffer along the southern edge of the development Site.

**4.43** No rare or notable botanical species were found. The majority of the Site does not represent habitats of conservation value, however, a number of the hedgerows may qualify as Important Hedgerows. The vast majority of hedgerows would remain intact, and, in some cases, enhanced as part of the current proposals. The risk of harm to amphibians, in particular great crested newts, is considered to be low, due to the lack of significant suitable habitats and distance from potential breeding ponds. Whilst potential exists for bat roosts within the mature trees on Rectory Road, there will be a buffer to these trees in the final masterplan therefore impacts are unlikely.

#### Access

**4.44** The Site is well situated to ensure the sustainability requirements of the NPPF are met. It is also possible for a future development to provide a safe and suitable access strategy. On this basis, it is considered that there are no highways and transportation reasons to preclude this site from development.

**4.45** It is however acknowledged that there will be a need to undertake detailed junction modelling assessments in the future in order to ensure that the traffic generated by the proposals can be satisfactorily accommodated on the local highway network. This work would be developed in conjunction with the local highway authority, and where necessary, identify potential mitigation measures.



## Flood risk and Drainage

**4.46** A review of the Environment Agency's records reveal that the majority of the Site, with the exception of small area in the south-west, is located within Flood Zone 1 and is therefore considered to be at low risk of flooding from river or tidal sources. No other form of flooding (groundwater, sewer, surface water, canal and reservoir) is considered to pose a notable risk.

**4.47** The inclusion of a suitable provision of SUDs across any proposed development will protect both the proposed development and neighbouring properties dwellings from the potential of flood risk as required by Local Authority and National Government planning policy. It is proposed to restrict runoff from the development to the equivalent greenfield runoff rate (QBAR), thus preventing any increase in flows leaving the Site.

## Heritage

**4.48** Whilst impact has been identified to a number of designated heritage assets, it is considered that any impacts would be less than substantial. As the design process evolves specific design strategies will be used to ensure that any impacts are minimised. Mitigation measures may include drawing development back from the conservation area boundary, providing visual and physical buffers and retaining hedgerows. The development will also be designed in such a way as to retain the existing rural character of Rectory Road.









## The opportunity

This section focuses on our vision for a high quality, landscape-led residential development on the site at Newport Road.

# The opportunity 05

## Building a Framework - Key Steps

5.1 Site principles can be applied to create a more specific spatial framework for the Site. We believe that the spatial structure can respond to key opportunities and drivers offered by the Site and its context to create a responsive and sustainable place.

### Step One: Retaining assets and designations

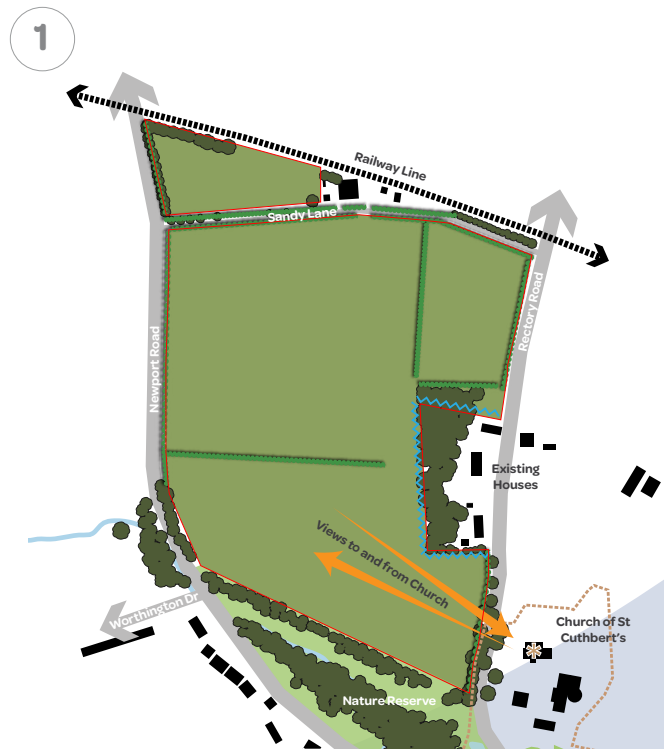
5.2 Retain and enhance where possible the existing natural assets of the Site, creating an underlying landscape framework for the proposals to ensure that the new development integrates into its natural and built context. This includes:

- Donington and Albrighton Conservation Area
- Existing trees
- Existing hedges along field boundaries
- Donington and Albrighton Local Nature Reserve
- Existing property boundaries along the site edge

### Step Two: Defining a developable area

5.3 The built form is set back from the south-east corner to provide a visual and physical buffer between the development and the Church. Development offsets are provided around the site edges and adjacent to retained hedgerows. A green buffer is proposed along the interface with the nature reserve that will provide a focus for new tree planting and other ecological enhancements. This also allows the opportunity to provide a permanent community building close to the nature reserve for use by volunteers and to host educational visits.

5.4 The highest and most visually sensitive part of the Site at the north-east corner is retained in agricultural use to preserve long distance views. Land to the north of Sandy Lane closest to the railway line is also retained for grazing.



### Step Three: Responding to constraints

5.5 Swales and attenuation ponds are located appropriately for drainage requirements and follow the topography of the Site located in the lowest areas.

5.6 Development is drawn back from the sensitive interfaces with the nature reserve and conservation area and from the part of the Site located within the flood zone.

5.7 The existing hedgerow through the centre of the Site is retained with generous buffers provided either side to create a green link through the Site.



### Step Four: Identifying access & connections

5.8 The main vehicular access into the Site is provided off Newport Road. The location of the proposed access ensures appropriate visibility splays can be provided both to the north and south without the need to alter existing speed restrictions. A secondary access for emergency vehicles is provided to the north of the main access.

5.9 Pedestrian linkages are provided onto Sandy Lane, Newport Road and Rectory Road in locations that will ensure convenient access to local destinations and facilities including Cosford, Albrighton Town Centre and the existing playing fields along Worthington Drive. New pedestrian links will also be provided that connect the Site with the existing footpath network within the Nature Reserve.

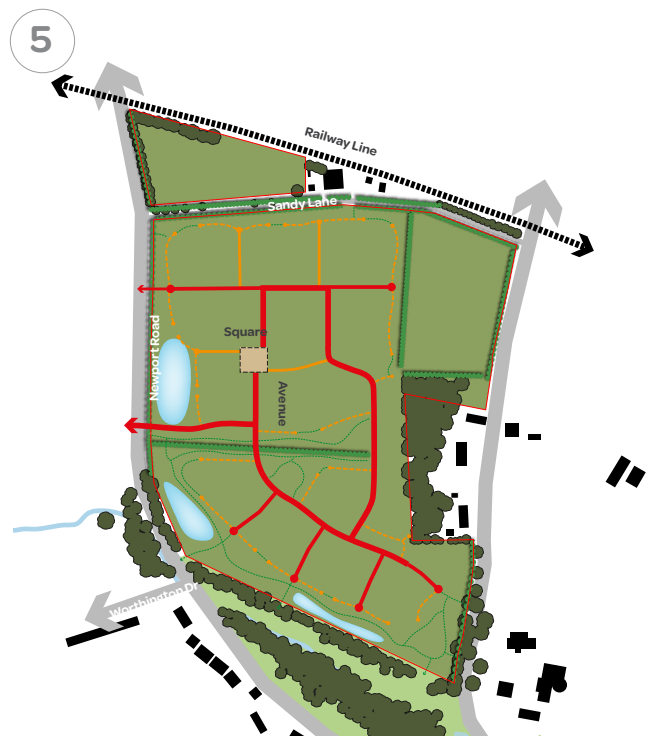


### Step Five: A connected movement network

5.10 A logical street hierarchy will provide a legible and connected movement network. A tree-lined avenue forms a central loop road through the development and provides access into the Site from Newport Road. Views towards the Church are maintained along the axis of the Avenue and from the adjacent public open spaces.

5.11 A series of shared-surface lanes add character to the development and provide diversity to the street hierarchy. Paved private driveways around the site edges provide a softer transition with the adjacent open spaces and retained hedgerows. A hard landscaped square is proposed at a key intersection in the movement hierarchy and provides a focal point within the development.

5.12 A network of formal and informal pedestrian routes connect houses with areas of open space and provide a choice of routes through the development.



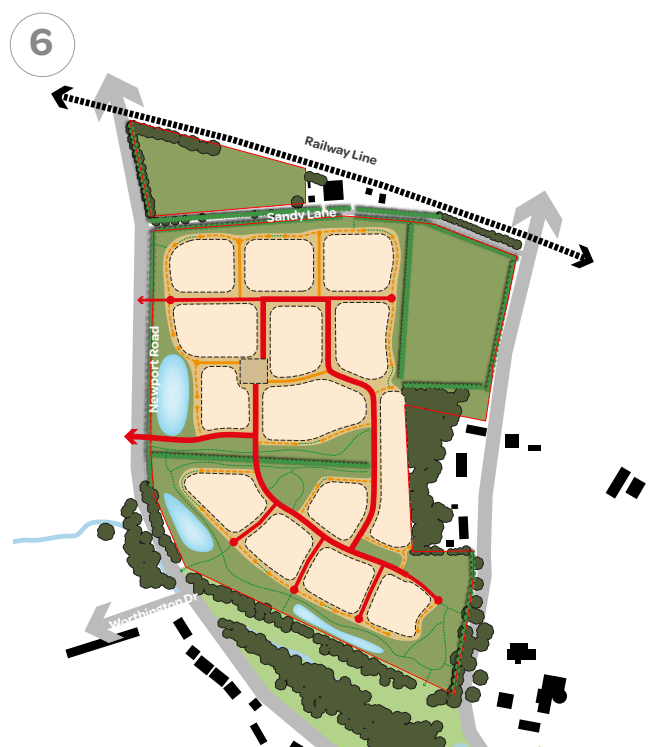
### Step Six: Flexible, robust development blocks

5.13 Flexible block sizes provide the opportunity for a mix of housing typologies with clear access from proposed primary routes.

5.14 Green spaces are integrated into the block structure with buffer and landscape planting to both screen and provide accessible amenity space for both existing and new residents.

5.15 Block sizes are kept small to ensure a highly permeable layout with regular links through to the surrounding open spaces. A secure boundary is created to the existing houses along the eastern boundary with good separation distances ensuring privacy and amenity to these properties is maintained.

5.16 The key steps come together to create a layered but co-ordinated concept plan. This provides a vision of comprehensive development, but one that is built up by carefully considered steps.





PLAY

## The Spatial Framework

5.17 The diagram describes a development structure that could potentially deliver circa 218 dwellings at a net density of up to 35 Dph. The framework has been drafted according to the following assumptions:

- The proposed housing mix will respond to local housing need and include a range of 2, 3 and 4 bedrooms homes and provision of local affordable housing.
- Housing will range in scale and height between 2 and 2.5 storeys. No building on the site will be taller than 2.5 storeys.
- Development density will reduce towards the northern and eastern boundaries to provide a softer transition with the rural northern edge and to respect the setting of the Conservation Area.
- Detail with regard to materials, planting etc. will be dealt with at the application stages of the planning process, although design details will seek to reflect the rural and historic character of the town.
- Any requirement for formal sports facilities will be met through a financial contribution from the developer in lieu of on-site provision.

5.18 The Spatial Framework Plan envisages a developable Area of 6.24 Ha. The remaining 5.52 Ha are to be retained in agricultural use or utilised as Public Open Space, landscape planting, on-site attenuation and access.

	Site boundary		Public Open Space
	Primary Road		Attenuation
	Secondary/Shared Streets		Indicative Building Plots
	Pedestrian Footway		Indicative Building Plots (Low Density)
	New/Existing Tree Planting		Play Area
	Community Building		Retained Hedgerow
			Square

Spatial Framework Plan

Newport Road



Sandy Lane



Rectory Road

Nature Reserve

PLAY

PLAY

POS

POS

POS

POS

POS

# Key community benefits

# 06

6.1 The Site is capable of offering a combination of residential development, community uses and landscape to enhance the setting of the town. Development of the land would secure the following benefits:

- Housing Need – The Site is capable of delivering circa 218 homes at a density of up to 35 Dph, assisting in the delivery of new market and affordable housing that is capable of addressing local need in terms of type and tenure. The land can be brought forward for development in the short-medium term to make an important contribution towards the housing needs of the town and wider County.
- Housing Mix and Choice - the subject site is capable of delivering a mix of open market and affordable housing reflective of current and future demographic and market trends and the needs of different groups in the community. The new development would provide up to 33% affordable homes and a range of dwelling sizes (including 2 and 3 bedroom family homes).
- Open Space – new residential development will provide a strong landscape framework comprising new open space provision for formal and informal play and recreation providing opportunities embedded within green infrastructure. The residential development of the Site would include permeable and legible pedestrian and cycle routes, linking through to the adjacent residential areas of Albrighton.
- Promoting Healthy Communities – the Site is an ideal location for residential development, immediately adjacent to a vibrant and highly sustainable settlement and in close proximity to existing community facilities and services which are easily accessible by foot.
- Economy - The proposed development will provide a boost to the local economy, ensuring that the vitality of Albrighton and its community is enhanced. The development of the site for new housing will attract new households to the area with additional expenditure in the local economy that will stimulate additional demand in new and existing shops/services.



# Deliverability assessment

# 07

7.1 Subject to the Site being supported by the Council, removed from the Green Belt and allocated for residential development, Bovis Homes will undertake a comprehensive engagement strategy with local stakeholders and the local community.

7.2 Further to the adoption of the Local Plan Review 2016-2036, Bovis Homes will commit to the early delivery of the Site via the planning application process to ensure that the Council is able to meet its locally identified housing needs.

# Summary and conclusions

# 08

This Vision Document has been prepared by Turley on behalf of our client Bovis Homes. It supports and promotes the sustainability credentials of development on land to the east of Newport Road, Albrighton, in response to Shropshire Council's Local Plan Review 2016-2036.

**8.1** Land to the east of Newport Road is the primary sustainable location for growth within the town and is capable of accommodating circa 218 new homes.

**8.2** Through a robust assessment of the Site's policy, spatial and environmental context, it has been demonstrated that the Site is suitable and appropriate for future development. It also represents a deliverable and viable opportunity to provide sustainable housing growth within Albrighton and the wider east Shropshire area.

**8.3** The analysis of the Site and subsequent development framework clearly illustrates how a sensitive, high quality development which responds to the attributes of the Site can be achieved.

**8.4** In summary, this development framework has concluded the following:

- Policy Context – Development of the Site will support the five year supply and contribute towards the delivery of the Council's wider economic growth strategy and the creation of sustainable communities.
- Townscape and context – The Site represents a development opportunity close to both the historic core of the town but also in close proximity to a range of services and amenities. It is well contained and represents a very suitable and sensitive opportunity for new housing in line with sustainable growth patterns.
- Access – The Site benefits from good local and regional road links, benefits from regular bus connections to local centres and is in walking distance of a host of local services which helps promote sustainable movement patterns.
- The Site – The future development of the Site can be delivered whilst retaining and enhancing its specific landscape and ecological attributes. New areas of public open space can also be delivered through the release of the land for residential development.

**8.5** It is therefore concluded that the Newport Road site is both suitable and appropriate for a sustainable, high quality development and can be delivered as a primary housing site early in the plan period.



**For further information contact**

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