

Shropshire Local Plan Examination (Block 2)

Matter 22 Hearing Statement on behalf of Redrow (ID: A0614)

Shrewsbury Place Plan Area (Policy S16) - see MMs 110-121

1. Is the approach taken to development in the Place Plan Area, justified, effective and consistent with national policy?

- 1.1 The SAMDev was adopted in December 2015 and specifically identified Bayston Hill as a Community Hub with a Development Guideline of only 50-60 dwellings for a twenty year plan period (2006-2026). At the time Shropshire Council considered that this could be achieved through infill development and without identifying any specific allocations. This level of housing delivery has failed to sustain the delivery of much needed affordable housing within Bayston Hill, and the approach has had similar impacts in other Community Hubs.
- 1.2 The Pre-Submission Version of the Local Plan has identified a residential guideline for Bayston Hill of 200 dwellings which is to be met principally by two allocations. Redrow supports the higher level of development directed to sustainable Community Hubs and the acknowledgment that site allocations provide certainty for all parties.
- 1.3 The Council's Hierarchy of Settlements paper (August 2020) (EV060) reviews all settlements within the authority and establishes a settlement hierarchy based upon the sustainability of all settlements. As part of this assessment, settlements are assessed for their provision of primary and secondary services, transport and employment opportunities.
- 1.4 In this assessment Bayston Hill clearly emerges as a highly sustainable settlement and is acknowledged to have good access to services. Overall, the Hierarchy of Settlements study scores Bayston Hill 80 out of a possible 116 total points for sustainability. Bayston Hill is the tenth largest settlement in Shropshire, with a population of 5,156, with only three of the proposed Key Centres being larger. The settlement provides a wide range of services which meet not only the day to day needs of its residents but also those of the surrounding rural and urban catchment.
- 1.5 Redrow supports the identification of development guidelines for named Community Hubs such as Bayston Hill. The housing figures clearly seek to acknowledge the sustainability of such settlements, as well as the requirement to meet the needs of small settlements for new housing and sustain the existing services.
- 1.6 Redrow supports the approach taken to the Place Plan Area, including the identification of Shrewsbury as the Strategic Centre of Shropshire and the primary focus for new development in the County. Bayston Hill is located approximately 5km south of the centre of Shrewsbury Town Centre, although the settlement boundaries of both are just 1km apart. The residents of Bayston Hill are in relatively close proximity to the services and facilities in Shrewsbury, which can be reached by sustainable modes, and enhances the sustainability of the settlement. Development within Bayston Hill will help to sustain and grow the vitality of both settlements.

BAY039 - Land off Lyth Hill Road, Bayston Hill

1. What is the background to the site allocation? How was it identified and which options were considered?

- 1.7 Shropshire Council has undertaken an assessment of a range of promoted sites for possible allocation in the Pre-Submission Version Local Plan. The detail of this assessment is included in the following evidence base documents:
- Shropshire Council Local Plan Review 2016 - 2038 Preferred Sites Sustainability Appraisal (December 2020)
 - Site Assessments: Shrewsbury Place Plan Area (December 2020)
 - Shropshire Council Strategic Land Availability Assessment (November 2018)
- 1.8 The Stage 3 Assessment identifies that the site at Lyth Hill Road (BAY039) is considered to be 'achievable', 'available' and 'viable'. The assessment concludes that the site is well related to the built form of development and benefits from well-defined hedgerow boundaries. Furthermore, the site presents an opportunity to provide a high quality area of open space in an area of the village with limited provision. The site does not suffer from any overriding constraints and is therefore proposed for allocation.

2. What is the scale and type/mix of uses proposed?

3. What is the basis for this and is it justified?

- 1.9 As noted below at Question 4, a hybrid planning application has been submitted for the draft allocated site. The detailed element relates to 114 dwellings and the outline element relates to 4 serviced self-build plots.
- 1.10 The submitted Site Plan demonstrates how 114 dwellings would be accommodated on the site, 25% of which will be affordable housing.
- 1.11 The proposed housing mix is in line with emerging policy and reflective of local needs. In line with Policy DP1, 5% of the dwellings will be built to the M4(3) (wheelchair user dwellings) standard within Building Regulations and 83% of the dwellings will be built to the M4(2) (accessible and adaptable dwellings) standard, which exceeds the 70% requirement.
- 1.12 Schedule A5(ii), provided as part of Appendix 5 of the Pre-submission Draft of the emerging Local Plan, confirms that, including completions, commitments and draft allocations, there remains a windfall allowance of 14 dwellings. Although Main Modifications (GC4M) indicates that this has now increased to 36 dwellings. The application proposals for 118 dwellings will therefore assist in ensuring that the allowance of 200 dwellings for Bayston Hill will be met in a sustainable and planned way, reducing the risk of development in less preferable locations.

4. What is the current planning status of the site in terms of planning applications, planning permissions and completions/construction?

- 1.13 In March 2024, an application was submitted for the entirety of the draft allocated site (Ref: 24/00765/FUL), with the following description:

“Hybrid planning application seeking (a) full planning permission for the creation of 114 dwellings, open space and infrastructure with access from Lyth Hill Road and (b) outline planning permission for up to 4no. serviced self-build plots”

1.14 The application is supported by a full suite of technical documents which demonstrates that the site is suitable. The application is the subject of a PPA and remains pending.

5. What are the benefits that the proposed development would bring?

1.15 There are numerous socio-economic and environmental benefits which would arise from the proposed development. These can be summarised as:

- The provision of new high quality market housing in a sustainable location;
- The provision of 28 affordable dwellings (equivalent to 25%), which well exceeds the policy requirement of 20%, in an area where there is a demonstrable unmet need;
- The scheme would deliver formal/informal greenspace and play space for use by new and existing residents with its long-term management secured. The level of provision exceeds policy requirements by 27.5%;
- The development will improve connectivity and access to PRowS;
- The ecology of the site will be improved through the provision of new green infrastructure which will achieve a net gain in biodiversity;
- The proposed highway improvement scheme at the A49/Lyth Hill Road/The Common junction provides a betterment that more than mitigates the traffic impact of the proposed development;
- Creation of employment opportunities through the construction phase of the development;
- The proposed development will significantly increase the number of economically active residents, boosting income and local expenditure.

6. What are the potential adverse impacts of developing the site? How could they be mitigated?

1.16 As with any site located on a green field, urbanising development will introduce changes to the area. However, the submitted LVIA demonstrates the scheme can be delivered without unacceptable wider landscape and visual impacts. See answer to Question 8.

7. How is the site affected by flood risk? How has this been taken into account in allocating the site? How have the sequential and, if necessary, exception tests been applied?

1.17 The planning application is supported by a Flood Risk Assessment (FRA) which confirms that the site is located entirely within Flood Zone 1 and is at a very low risk from surface water flooding. The Sequential and Exception Test (EV094) has therefore not had to consider this site.

1.18 The FRA sets out the proposed drainage strategy, which proposes that the existing watercourse is diverted and the existing culvert sealed at either end. It is noted that there is an existing flooding issue to several properties around Yew Tree Drive, where, historically, surface water has been shown to

convey from the adjacent field towards properties. The proposed drainage solution for the Site is intended to provide some relief from surface water flooding currently experienced by existing households along Yew Tree Drive.

8. What are the infrastructure requirements/costs and are there physical or other constraints to development? How would these be addressed?

- 1.19 The applicant's landscape consultants have undertaken an assessment of the site's Landscape and Visual Impact. This confirms that the site is reasonably visually contained with the existing settlement containing most views from the north, northeast and east. Local undulations limit inter-visibility with the wider landscape to the west and existing boundary hedgerows and trees assist in filtering remaining views of the site. It is recommended that development retains the southern hedgerow boundary and introduces additional native hedgerow and linear groups of broadleaved trees to the south. It is concluded that a sensitive design response, including retention and strengthening of existing vegetation will mitigate against the minimal impact on landscape and visual setting.
- 1.20 An off-site improvement has been identified in the submitted Transport Assessment for the A49/Lyth Hill Road junction to the north of the development. This will not only offset the minor impact of the development traffic, but also reduce delays for existing traffic movements from Lyth Hill Road and The Common. The improvement is currently undergoing technical review and will be the subject of a Stage 1 Road Safety Audit.
- 1.21 Any other Infrastructure requirements can be addressed through payment of CIL and any requests for planning obligations which meet the requirements of the CIL tests.

9. Is the site realistically viable and deliverable?

- 1.22 Redrow have undertaken a viability exercise which considers the costs of developing the site and consider that the site is viable and deliverable.

10. What is the expected timescale and rate of development and is this realistic?

- 1.23 Table A7 of the Pre Submission Version identifies delivery within the Medium Term (2025/26 - 2029/30). Redrow support this assessment.

11. Is the boundary of the site appropriate? Is there any justification for amending the boundary?

- 1.24 The allocation boundary is appropriate and can accommodate the allocated development.

12. Are the detailed policy requirements effective, justified and consistent with national policy?

- 1.25 The Development Guidelines (as amended) are considered to be sound and have been addressed through the planning application.

Contact

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