

Shropshire Local Plan Review

Examination in Public

Stage 2 Hearings

Hearing Statement for Matter 22 – Shrewsbury Place Plan Area (Policy SP16)

On behalf of Barwood Development Securities Limited
(Barwood Land)

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Author: SB

Representor unique Part A ref	A0608 – Barwood Land
Matter	22
Relevant Question Nos	SHR173 – Land west of Ellesmere Road, Shrewsbury



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Introduction

Pegasus Group is instructed by Barwood Development Securities Ltd (Barwood Land) to respond to the Shropshire Local Plan Examination: Stage 2 Matters, Issues and Questions produced by the Inspectors appointed to hold an independent examination of the Shropshire Local Plan ('the Plan').

This Statement relates to Matter 22 – Shrewsbury Place Plan Area (Policy SP16).

Barwood Land are promoting land west of Ellesmere Road (ref SHR173) for up to 450 residential dwellings plus a local centre, which is currently in front of the Council as an outline planning application (LPA ref: 22/01432/OUT) for determination. Notwithstanding this application, the comments made in this Matter Statement relate to the questions posed by the Inspectors which form part of the Stage 2 Hearings.

A Statement of Common Ground relating to the proposed allocation has been submitted to the Examination, updated for the Stage 2 Hearings (Doc SOCG12), and bar a minor requested change to allow the site to come forward on a phased basis if required, Barwood Land fully support the proposed allocation.

Matter 22: Shrewsbury Place Plan Area (Policy SP16)

Issue: Whether the proposed Place Plan Area and site allocations within it are justified, effective and consistent with national planning policy.

Site: SHR173 – Land west of Ellesmere Road, Shrewsbury

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

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

Barwood Land has promoted the development of the Site through the emerging Shrewsbury Local Plan process since 2017. This included representations to the various stages of the Plan development, including:

- **Issues and Options Strategic Consultation (2017)**

This was the first stage of consultation on the Local Plan Review. It covered strategic options including housing requirement and strategic distribution of future growth.

It identified three options for distributing growth, with Shrewsbury continuing its role as a growth point and focus for significant development. It was identified for between 25–30% growth, with Market Towns and Key Service Centres for 40–45% and the Rural Area 25–35%.

The Site was not specifically referenced in the consultation documentation, nor in the Consultation Response Summary (July 2017).

- **Preferred Scale and Distribution of Development (2017)**

The Preferred Scale and Distribution of Development consultation was undertaken in October 2017. It sought views on the preferred scale and distribution of development. The hierarchical preference for spatial distribution of growth was an 'urban focus' with the majority of development growth directed towards Shrewsbury at around 30%. The consultation documentation identified that preferred development boundaries and site allocations would be published for consultation in 2018.

The Consultation Response Summary (April 2018) recognised that the majority of respondents supported the preferred approach of focusing new development towards Shrewsbury.

- **Preferred Sites Consultation (November 2018)**

The third stage of consultation on the Local Plan Review was undertaken in November 2018 and set out the preferred sites to deliver the proposed distribution of housing up to 2036. It identified that around 2,000 sites had been identified by the Council for potential allocation.

The Strategic Land Availability Assessment (SLAA, November 2018) recognised that the site at Ellesmere Road – that is now the draft allocation SHR173 (SLAA refs SHR173 and SHR179) had future potential for residential development.

- **Consultation on Strategic Sites (July 2019)**

A consultation in July 2019 to inform the Local Plan Review considered 3 strategic sites alone, those being Clive Barracks, former Iron Bridge Power Station and RAF Cosford.

- **Regulation 18: Pre-Submission Draft Shropshire Local Plan 2016–2038 (August 2020)**

The draft plan consultation identified a draft vision and draft framework for the future development of Shropshire. It included draft policies, including strategic site allocations and policies. The Site was included for proposed residential development as a draft allocation (site reference SHR173) for 450 dwellings, with criteria as now proposed in the policy in the submitted Local Plan.

There are multiple references to the Site in the Summary of Responses (December 2020), with most supporting it as a strategic allocation; those raising concerns were not against the principle of the allocation, but why it was chosen over nearby sites promoted by other landowners.

- **Regulation 19: Pre-Submission Draft Shropshire Local Plan 2016–2038 (December 2020)**

The Site continued to be a proposed allocation for residential development under Policy S16 (site reference SHR173).

In the Regulation 22 Plan that was submitted to the Secretary of State for independent examination the Site remained a draft allocation, as set out at Policy S16.1 site ref. SHR173.

Barwood Land has promoted the allocation of land west of Ellesmere Road (SHR173) as a suitable available, achievable and deliverable site for residential development through all preceding stages of the emerging Local Plan process. Representations have been made to all consultation stages to positively support the proposed allocation of the Site and it has been identified as a proposed allocation for residential development since August 2020.

The Site is now also subject to a live planning application (ref: 22/01432/OUT) for *'development of the site for up to 450 residential dwellings including local centre of 0.25ha, strategic infrastructure to include; open space, drainage and engineering works with all matters reserved (appearance, landscaping, layout and scale) except strategic access.'*

The application was validated on 23 March 2022 and has been supported by a suite of documents that formed an extensive application package comprising:

- Application Forms, Notice, Certificates
- Planning Statement
- Site Location Plan
- Illustrative Framework Masterplan

- Design and Access Statement
- Sustainability Statement
- Waste Audit
- Acoustics Report
- Air Quality Assessment
- Transport Assessment
- Travel Plan
- Built Heritage Statement
- Archaeological Desk-Based Assessment
- Geophysical Survey
- Archaeological Trial Trenching Evaluation Report
- Ecological Appraisal and Protected Species Reports
- Biodiversity Offsetting Technical Note and Biodiversity Metric 2.0 Calculation Tool
- Flood Risk Assessment and Drainage Strategy
- Landscape and Visual Assessment
- Arboricultural Assessment
- Minerals Report

There are no objections to the outline application from the following statutory consultees, subject to suitable conditions where appropriate:

- Landscape Officer
- Arboricultural Officer
- Ecology Officer
- Severn Trent Water
- Environment Agency
- Environmental Health Officer
- Network Rail
- Archaeology Officer

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

Policy S16: Shrewsbury Place Plan Area and specifically Policy S16.1 ref SHR173 allocates the Site in the draft Local Plan for 450 dwellings.

The Policy states:

"To ensure suitable access arrangements are achieved as well as protecting local amenity value on Ellesmere Road, the delivery of this development is directly dependent on the approval and construction of the North West Relief Road. Development on the site will not commence until such time as the North West Relief Road is operational. A comprehensive sustainable residential development will be delivered. The development of this site will be in accordance with a Masterplan which will need to reflect the objectives of the Big Town Plan and any related masterplans, be prepared in consultation with the public and adopted by Shropshire Council as a significant material planning consideration. A decision on a planning application will not be made until such time a Masterplan for the site has been approved by Shropshire Council, which addresses the following areas as a minimum: The quality, design, mix and layout of housing should be informed by site constraints site opportunities, including the site's proximity to the Old River Bed, identified local needs and relevant policies of this Local Plan;

A local centre is provided on at least 0.25 ha of the site, to be located appropriately to encourage opportunity for pedestrian and cycle access from existing residential areas on Ellesmere Road;

A sustainable movement strategy is delivered, incorporating appropriate access from Ellesmere Road as well as the delivery of a suitable internal road network. All necessary improvements to the Local and Strategic Road Networks will be undertaken and funded through the development, informed by consultation with Highways England and an appropriate Transport Assessment (including consideration of cumulative impact);

Development will create and enhance pedestrian and cycle links within and through the site, utilizing the site's proximity to the town centre;

Green infrastructure corridors will be expected to form an intrinsic component of this development, contributing to the objectives of the Big Town Plan to improve the town's green network, and which provides enhancements to the Old Riverbed Local Wildlife Site and environmental networks in and around the site;

Either on or off site contributions are made towards the delivery of additional playing pitch provision in line with the Council's Playing Pitch and Outdoor Strategy.

Mature trees, hedgerows and priority habitats will be retained, forming part of the green infrastructure network. Where appropriate it will also be enhanced and expanded to create a sustainable juxtaposition between the built and natural form;

Site design and layout will reflect and respect the site's heritage and heritage assets within the wider area;

Local amenity will be protected through acoustic design, layout, green infrastructure and appropriate building materials will be used to appropriately manage noise, particularly associated with Ellesmere Road.

Sustainable drainage and flood risk mitigation measures will be incorporated into the site. Any residual surface water flood risk will be managed by excluding development from the affected areas of the site, which will form part of the Green Infrastructure network. Flood and water management measures must not displace water elsewhere.

Development will also be excluded from the elements of the site located in Flood Zones 2 and/or 3, which will form part of the Green Infrastructure network."

The outline application before the Council (22/01432/OUT referred to in detail below) has been designed and developed to meet all of the relevant Development Guidelines set out in the draft site allocation as follows:

- *To ensure suitable access arrangements are achieved as well as protecting local amenity value on Ellesmere Road, the delivery of this development is directly dependent on the approval and construction of the North West Relief Road. Development on the site will not commence until such time as the North West Relief Road is operational.*
- *To ensure suitable access arrangements are achieved as well as protecting local amenity on along Ellesmere Road, the delivery of this development is subject to further highways modelling to technically determine whether a phased approach is required (delivering Phase 1 of up to 150 dwellings prior to the operation of the NWRR or whether the whole site can be delivered without restriction). Two vehicular access points will be provided off Ellesmere Road, one in the southern part of the Site, and one further north to facilitate a phased approach if necessary. Each phase has been designed to deliver proportional BNG of at least 10%.*
- *The quality, design, mix and layout of housing should be informed by site constraints, site opportunities, including the site's proximity to the Old River Bed, identified local needs and relevant policies of this Local Plan*

Detailed design and housing mix will be subject to reserved matters, but site constraints and opportunities have been identified and mapped as part of the early design and masterplanning work. Key site features have been harnessed as integral to the site design, such as a central mature tree within the site being retained as focal point.

The proposed development avoids development within Flood Zone 2 or 3, provides biodiversity enhancements across the Site (minimum 10% BNG delivery in both Phase 1 and Phase 2 proposals), retains existing trees and hedgerows and provides pedestrian links through the Site with external connections.

- *A local centre is provided on at least 0.25 ha of the site, to be located appropriately to encourage opportunity for pedestrian and cycle access from existing residential areas on Ellesmere Road;*

The outline application and Illustrative Masterplan provides for a Local Centre of 0.25ha in size in the eastern part of the Site adjacent to Ellesmere Road and the proposed northern access point into the Site. This will ensure the retail provision is visible, commercially attractive, and available to both those passing the Site and local residents from the eastern side of Ellesmere Road and immediate site surroundings. Pedestrian and cycle links have been provided to connect to this destination.

- *Development will create and enhance pedestrian and cycle links within and through the site, utilising the site's proximity to the town centre;*

Pedestrian (and cycle) links through the development from Ellesmere Road towards Cedars Drive can be delivered as part of the detailed design proposals that are brought forward for the Site at reserved matters stage. The introduction of additional toucan and pedestrian crossings will improve the Site's accessibility. Proposed cycle and pedestrian links through the site, including within the green public open space network, will provide attractive connectivity across the site, and through to bus stops on Ellesmere Road connecting to Shrewsbury town centre.

- *Green infrastructure corridors will be expected to form an intrinsic component of this development, contributing to the objectives of the Big Town Plan to improve the town's green network, and which provides enhancements to the Old Riverbed Local Wildlife Site and environmental networks in and around the site;*

The northern and western parts of the Site will be enhanced as Green Infrastructure corridors to protect and enhance habitats for onsite wildlife and biodiversity. In particular, these new ecological habitats will provide an extended Great Crested Newt corridor from the pond south of the Site and connect to the Old Riverbed LWS to the north of the Site. There will also be orchard planting for foraging corridors, and drainage basins. The Ecology Assessment and Design and Access Statement identify the environmental matters arising, which the Applicant is seeking to address in the Masterplan.

- *Either on or off site contributions are made towards the delivery of additional playing pitch provision in line with the Council's Playing Pitch and Outdoor Strategy.*

A proportionate Section 106 obligation could be sought for off-site playing pitch provision.

- *Mature trees, hedgerows and priority habitats will be retained, forming part of the green infrastructure network. Where appropriate it will also be enhanced and expanded to create a sustainable juxtaposition between the built and natural form;*

Healthy existing trees and hedgerows within the Site were identified by Arboricultural Survey and are being retained and enhanced where possible.

The single veteran tree in the central part of the Site will be retained with its root protection areas included within greenspace in the central part of the Site. The masterplan proposals have embraced this key site feature (veteran tree) as a focal point within the new development.

- *Site design and layout will reflect and respect the site's heritage and heritage assets within the wider area; Local amenity will be protected through acoustic design, layout, green infrastructure and appropriate building materials will be used to appropriately manage noise, particularly associated with Ellesmere Road.*

The Built Heritage work undertaken to support the outline planning application has informed the Framework Masterplan and ensures that the development has considered all relevant heritage assets in its development including, in particular the Grade I listed

Shrewsbury Castle to the south and the non-designated heritage assets of Hencote Farm and Cross Hill Farm to the north.

The masterplan indicates the green infrastructure corridor alongside the railway line provides an acoustic offset to the proposed new dwellings, whilst also providing greenspace and a GCN corridor connecting waterbodies.

- *Sustainable drainage and flood risk mitigation measures will be incorporated into the site. Any residual surface water flood risk will be managed by excluding development from the affected areas of the site, which will form part of the Green Infrastructure network. Flood and water management measures must not displace water elsewhere.*

As set out in the Flood Risk and Drainage Work accompanying the outline planning application, surface water on the Site can be managed without increasing flood risk, through the design of catchment areas and infiltration and conveyance features. Attenuation features include swales and basins, which will be a dry facility most of the time, and which also propose the provision of multi-functional green/blue spaces including benefits for residential amenity and the environment of the Site.

- *Development will also be excluded from the elements of the site located in Flood Zones 2 and/or 3, which will form part of the Green Infrastructure network*

The proposed development avoids siting dwellings within Flood Zone 2 or 3, provides a green network with minimum 10% BNG, integrates existing trees and hedgerows and provides pedestrian links through the Site.

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

Shrewsbury has been identified through the entire Local Plan Review process as the Strategic Centre of Shropshire and the main focus as a strategic centre and principal settlement.

It is identified at Policy S.16: Shrewsbury Place Plan Area as the primary focus for new development in the County. The Local Plan seeks to build on the priorities established in the Big Town Plan to achieve balanced growth in the Plan period, and to deliver around 8,625 dwellings in and around the town through delivery of existing SAMDev residential and mixed-use allocations and the proposed Local Plan residential and mixed use allocations.

The Plan's Spatial Hierarchy is underpinned as part of the evidence base document EVO60: Hierarchy of Settlements (August 2020) which informed decisions on a settlement's potential to accommodate new development.

The GC4i – Housing Topic Paper (February 2022) recognised that the core principle of the spatial distribution of development (including residential) was to employ an 'urban focus' with the majority of residential development directed toward urban areas. The SDO06.01 – Sustainability Appraisal and Site Assessment Environmental Report then reinforced this approach, identifying that the most sustainable option for growth would be an urban focused approach.

The site at Ellesmere Road is considered a suitable and sustainable site for development. It is located on the edge of Shrewsbury, immediately adjacent to the urban area, and has access to employment opportunities, high order retail and public transport links, including mainline railway



services within 1.5km and bus services that run along Ellesmere Road. It is therefore in accordance with the Council's defined spatial strategy, and it is fully justified to identify a site to deliver residential development at the top of the spatial hierarchy.

The Site itself has no significant constraints to development, with all proposed built development in Flood Zone 1 and no designated or known archaeological assets within the Site. The proposed development will retain the identified veteran trees, and it is in a sustainable location abutting the urban edge of Shrewsbury.

Shrewsbury town centre is accessible from the Site via public transport. There are bus stops along Ellesmere Road, providing access to Service 501 which runs between Shrewsbury Bus Station and Ellesmere to the north of Shrewsbury. There is a bus stop within 500m of the most western part of the Site.

The Site is approximately 1.5km from Shrewsbury train station, with Avanti West Coast, Transport for Wales and West Midlands Trains operating from here, offering services to Aberystwyth, Holyhead, Birmingham International, Birmingham New Street, Milford Haven, Manchester Piccadilly, Crewe, Carmarthen, Cardiff Central and Chester.

The site is a suitable location for residential development and its allocation in the Local Plan is fully justified.

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

The Site is in two freehold ownerships. The Promoter has the benefit of agreements with both landowners to enable its promotion through the Local Plan making process and the preparation and submission of relevant planning application/s. That agreement gives control for the land sale / purchase, and for the delivery of residential development in accordance with any planning permission granted.

There are no known legal nor land ownership restrictions that would prevent the immediate development of this site. It is available for immediate development.

An Outline Planning Application for the development of the Site is currently before Shropshire Council for consideration (ref: 22/01432/OUT). The outline application proposes the development of the Site for *'development of the site for up to 450 residential dwellings including local centre of 0.25ha, strategic infrastructure to include; open space, drainage and engineering works with all matters reserved (appearance, landscaping, layout and scale) except strategic access.'*

The proposed development of the Site as set out in the current outline planning application (ref: 22/01432/OUT) comprises:

- Up to 450 residential dwellings
- Affordable housing in-line with Policy DP3
- Local Centre (0.25ha)
- Vehicular Access Points

- Pedestrian and cycle access opportunities
- Green Infrastructure Network, including open space and Green Buffer to the northern and western site boundaries
- Proposed Play Areas
- Green Infrastructure Corridors and Green Spaces
- Retention of mature trees, hedgerows and priority habitats
- Delivery of 10% biodiversity net gain
- Continuation of existing urban form
- Sustainable urban drainage scheme

The application has been supported by a suite of documents that formed an extensive application package comprising:

- Application Forms, Notice, Certificates
- Planning Statement
- Site Location Plan
- Illustrative Framework Masterplan
- Design and Access Statement
- Sustainability Statement
- Waste Audit
- Acoustics Report
- Air Quality Assessment
- Transport Assessment
- Travel Plan
- Built Heritage Statement
- Archaeological Desk-Based Assessment
- Geophysical Survey
- Archaeological Trial Trenching Evaluation Report
- Ecological Appraisal and Protected Species Reports
- Biodiversity Offsetting Technical Note and Biodiversity Metric 2.0 Calculation Tool

- Flood Risk Assessment and Drainage Strategy
- Landscape and Visual Assessment
- Arboricultural Assessment
- Minerals Report

The Site is in part situated within a Mineral Safeguarding Area (Policy CS20). A Mineral Resource Assessment has been prepared for the Site and has been submitted to the Council. The Council's site assessment process recognised this, and a Minerals Report accompanied the planning application.

The Report demonstrates that sand and gravel resources within the Site have been rendered uneconomic to extract by virtue of environmental and access constraints as well as pre-existing sterilisation brought about by the gas pipeline and surrounding residential dwellings. The Report also confirms that there are an abundance of sand and gravel deposits within Shropshire County, and the 7 year landbank requirement of the NPPF has been exceeded.

There are no objections to the outline application from the following statutory consultees, subject to suitable conditions where appropriate:

- Landscape Officer
- Arboricultural Officer
- Ecology Officer
- Severn Trent Water
- Environment Agency
- Environmental Health Officer
- Network Rail
- Archaeology Officer

An Illustrative Framework Masterplan, Drawing No. 8401-L-03 (Appendix 1) accompanies the outline planning application that is before the Council. The Illustrative Masterplan is underpinned by technical surveys and reports that robustly demonstrates how the proposed development could be brought forward, responding to the Site's constraints and opportunities, and meeting the requirements of the draft policy allocation SHR173, as set out in the submitted Draft Shropshire Local Plan (2016 – 2038).

As set out and agreed in the Statement of Common Ground (SOCG12), the Illustrative Masterplan as submitted with the application has been consulted on by the Council as a part of the outline application process. Following feedback from Officers and consultees amendments to the Masterplan have been made and submitted and have also been subject to further consultation with members of the public and statutory consultees including Planning Officers. This fulfils the requirements of draft Policy S16.1 (i) to allow it to be endorsed by Officers, and to shape the detailed design of the Site at reserved matters stage.

A Planning Performance Agreement (PPA) between Barwood Land and the Council was agreed (dated 15 March 2022) between the two parties and is in place in respect of the processing and determination of the outline planning application currently before the Council.

The endorsement of the masterplan was a milestone in the signed PPA that was met. This was also acknowledged in the SoCG. This included consultation on the Masterplan following application submission; a workshop with Officers to discuss the Masterplan; submission of amendments to the Masterplan and additional public consultation.

With regard to the site's current planning status of completions/construction, the following projected development trajectory is relevant;

- Outline Planning Permission granted – 2024
- Site Sale, Reserved Matters Approvals and Discharge of Conditions – 2025
- Lead-in and 50 dwellings completed – 2026
- 100 dwellings completed – 2027 (target NWRR opening year)
- 100 dwellings completed – 2030 (plus delivery of Local Centre)
- 100 dwellings completed – 2031
- 100 dwellings completed – 2032

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

The development of the Site would deliver the following benefits:

- Delivery of 450 dwellings to meet housing need
- Provision of policy compliant 10% affordable housing delivery (up to 45 dwellings)
- Construction employment opportunities
- Contribution of the construction phase to economic output
- Contribution of the jobs to economic output
- Household expenditure associated with residents of the new dwellings
- Provision of high quality and newly accessible space within the development site
- Green Infrastructure corridor and opportunities for biodiversity enhancements plus tree/shrub/hedgerow planting, orchard planting and drainage attenuation basins and swales, plus a wildlife pond
- Local and neighbourhood equipped areas of play and footpath and cycle links
- Potential s.106 contributions for supporting local bus services / active travel

- Other s.106 contributions towards supporting education facilities and healthcare

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

It is acknowledged that the proposed development is on greenfield land which is outside of the settlement boundary for Shrewsbury. However, the Site is immediately adjacent to the settlement boundary and in a sustainable location, in accordance with the proposed spatial strategy for development in the emerging Local Plan.

It is acknowledged that the proposed development would result in a degree of landscape change within the immediate context of the Site. However, as confirmed in the landscape impact work undertaken in support of the application effects resulting from the proposed development are limited and those effects will be localised in nature.

Any noise arising from construction on the site will be of limited duration and, once operational, subject to adequate mitigation measures, there would be no long-term significant adverse effects to occupiers or neighbours as a result of noise from the proposed development.

There are no objections on noise or landscape matters to the current outline planning application.

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?

Phil Jones Associates (PJA) has prepared a detailed Flood Risk Assessment and Drainage Strategy that supports the outline planning application and demonstrates that the Site can be delivered with no adverse impacts on flood risk or drainage.

The majority of the Site is in Flood Zone 1, with only the edge of the northern site boundary in Flood Zone 3. The Site is at low risk of flooding from the following sources: fluvial, surface water, groundwater, sewers, reservoirs, canals and other artificial sources; and at very low risk of tidal flooding.

No part of the Site within Flood Zone 3 will contain built development.

There are a few areas of the Site around the site boundaries that are in localised depressions formed where the ground on the site falls toward a constraining feature such as:

- The railway embankment to the west
- The A528 Ellesmere Road to the east
- The Greenfield Farm access track to the south.

These are locations where existing overland surface water flow routes converge and the detailed Masterplanning of the site was carefully designed to ensure that properties and

infrastructure are not located in low spots at risk of surface water flooding, and, that exceedance flood flows are adequately managed across the Site.

The larger area at risk of surface water flooding in the north of the Site is part of the floodplain for the Bagley Brook and will be free from built development. Sustainable drainage systems will control run off and discharge from the proposed development ensuring the rate and volume of run-off entering this area does not increase as a result of the proposed development.

The risk of flooding on the Site from artificial sources, groundwater and sewer flooding is considered to be low.

Surface water on the Site will be managed without increasing flood risk on or off-site or adversely impacting on water quality downstream through the use of sustainable and traditional drainage systems. Dedicated overland flow route will also be provided to convey any exceedance flows in extreme events.

The proposed drainage strategy has adopted a precautionary approach and comprises a SUDs system with some ground infiltration and some discharge to Bagley Brook at a greenfield runoff rate.

Surface water drainage from the Site will comprise 4 catchment areas and include infiltration basis and conveyance features, catering for an appropriate storage volume based on the development proposed.

The proposed attenuation features will be designed as dry features which will also propose the provision of multiple functions as amenity and biodiversity assets.

Surface water runoff from roofs and hard surfaces will drain to a new surface water drainage network incorporating SUDs to control discharge to the receiving watercourse, provide attenuation on-site and provide treatment to run off.

The SUDs features discharging to Bagley Brook will include Vortex flow control such as a Hydrobrake to also restrict the rate of discharge downstream.

In terms of foul drainage, the development will be served by a new foul sewer network, designed and built to adoptable standards and foul water will drain, by gravity where possible, to the existing foul sewer in Hubert Way.

The proposed development has been designed to not increase flood risk and further resilience for the development will be provided through a number of design features:

- Finished Floor Levels set 150mm above ground level
- Ground level setting and landscaping to be designed to ensure surface
- water runoff and exceedance flows divert away from buildings
- Implementation of a management and maintenance plan to ensure the
- effective operation of the proposed drainage system for the lifetime of the development.

Severn Trent Water and the Environment Agency have no objection to the proposed drainage supporting the development of the Site.

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

The allocation Policy as drafted, states that “...to ensure suitable access arrangements are achieved as well as protecting local amenity value on Ellesmere Road, the delivery of this development is directly dependent on the approval and construction of the North West Relief Road. Development on the site will not commence until such time as the North West Relief Road is operational...”

The Transport evidence provided with the outline planning application identifies the potential for a phased delivery where 150 dwellings could be delivered ahead of the North West Relief Road (NWRR) coming forward.

It is agreed in principle (as set out in SOCG12) between Barwood Land and the Council that 150 dwellings of the 450 dwellings allocated to be delivered on the Site could be delivered prior to the NWRR being operational without having a severe impact on the highway network. Further Transport work to support the planning application remains ongoing, to model whether the whole site can be delivered without highways restriction of the NWRR needing to be operational.

The North West Relief Road (NWRR) is currently subject to a planning application (ref: 21/00924/EIA) which has a resolution to grant consent subject to the finalising of the Section 106 Agreements. The description of development is:

'Construction of 6.9km single carriageway (7.3m wide) road; severance of local roads and footpaths; provision of combined footway/cycleway; erection of three bridged structures over carriageway; diversion of existing bridleway/footpath via an underpass; climbing lane on westbound approach; 670m long viaduct; bridge over railway; two flood storage areas; provision of two new roundabout junctions and improvements to two existing roundabouts; associated traffic calming measures, landscaping and drainage schemes.'

The Transport Assessment (TA) which supports the current outline planning application for the Site has been prepared in accordance with detailed pre-application discussions with Shropshire Highways Officers, to determine the scope of works that have been undertaken and agree the modelling and specific junction considerations that have informed the TA. Shropshire County Highways has a strategic highways model in place to model cumulative impacts of all development proposed in the emerging Local Plan and the applicants are currently working with highways to utilise the model to support the planning application.

It is therefore appropriate that the draft policy allocation be amended in respect of the reference to the North West Relief Road to read as follows:

*“...to ensure suitable access arrangements are achieved as well as protecting local amenity along Ellesmere Road, the delivery of this development is directly dependent on the approval and construction of the North West Relief Road subject to further highways modelling. **No more than 150 dwellings will be delivered on the Site until** such time as the North West Relief Road is operational...”*

9. Is the site realistically viable and deliverable? and What is the expected timescale and rate of development and is this realistic?

The Site is in two freehold ownerships. The Promoter has the benefit of agreements with both landowners to enable its promotion through the Local Plan making process and the preparation and submission of relevant planning application/s. That agreement gives control for the land sale / purchase, and for the delivery of residential development in accordance with any planning permission granted.

There are no known legal nor land ownership restrictions that would prevent the immediate development of this site. It is available for immediate development. The Statement of Common Ground (SOCG12) identifies that the Site is viable and deliverable.

The Statement of Common Ground also proposes an indicative trajectory for the delivery of the proposed site allocation on the land west of Ellesmere Road as follows:

- Outline Planning Permission granted – 2024/2025
- Site Sale, Reserved Matters Approvals and Discharge of Conditions – 2025
- Lead-in and 50 dwellings completed – 2026
- 100 dwellings completed – 2027 (target NWRR opening year)
- 100 dwellings completed – 2028 (plus delivery of Local Centre)
- 100 dwellings completed – 2029
- 100 dwellings completed – 2030

Shropshire Council has undertaken some detailed Viability work to inform the emerging Shropshire Local Plan. This is included in submission document EV115.01-03 and updated Viability Note GC49 in June 2024. The Promoter made Representations to the Local Plan Delivery & Viability Study pre-consultation draft in February 2020, and notwithstanding those comments, it is the Promoter's view that the Site can be viably delivered. The trajectory above is also realistic in its timeframe.

There are no known impediments to the viability of the Site, subject to the CIL payment and Section 106 contribution negotiations, which are being undertaken with the Council.

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

The boundary of the Site is considered appropriate and suitable to accommodate the proposed site allocation. This accords with the Land Title boundaries and subsequent site ownership / site promotion.

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

As set out at the outset, Barwood Land fully supports the proposed site allocation of Land SHR173 on land west of Ellesmere Road in the draft Local Plan.

The policy requirements are justified, effective and consistent with national policy and will deliver residential development on land in a highly sustainable location adjacent to Shrewsbury at the top of the Council's Spatial Strategy.

There are no known constraints to the development of the Site and the only amendment that Barwood Land request to the Policy is that it is amended to reflect that 150 dwellings can come forward prior to the NWRR being operational, if necessary for the NWRR to indeed be operational prior to delivery of the whole site. The proposed phasing of development has been justified in the outline planning application and is agreed in principle with the Council as identified in the submitted SOCG (SOCG12).





















Appendix 1

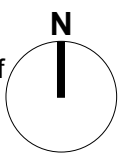
Illustrative Framework Masterplan, Drawing No. 8401-L-03



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-  Site Boundary (21.50ha)
-  Other Land under Applicant's Control
-  Proposed Developable Area (12.78ha)
Up to 450 dwellings @35 dph
-  Local Centre (0.25ha)
-  Vehicular Access Points
-  Pedestrian/Cycle Access Point
-  Indicative Road Network
-  Existing Public Rights of Way
-  Potential Footpath Links
-  Gas Pipe Easement
-  Existing Vegetation
-  Public Open Space
-  Proposed Tree/Shrub/Hedgerow Planting
-  Proposed Orchard Planting
-  Indicative Drainage Basins and Swales
-  Proposed Pumping Station
-  Proposed Play Areas
1 x LEAP (0.05ha)
1 x NEAP (0.10ha)
-  Proposed Wildlife Ponds in West of Site



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Barwood Land
Land at Ellesmere Road
Shrewsbury

ILLUSTRATIVE FRAMEWORK MASTERPLAN

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03 July 2023 KAD / MGH
8401-L-03 H



masterplanning
 environmental assessment
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Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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