

TWC/2014/0113

Former British Sugar site, Allscott, Telford, Shropshire

Outline application for the erection of a mixed use development comprising of up to 470no. dwellings (Use Class C3), a primary school (Use Class D1), a commercial area (Use Class B1), clinic and health centres (Use Class D1), retail units (Use Class A1), financial and professional services (Use Class A2), restaurant and cafes and/or hot food takeaways (Use Classes A3 and A5) with associated allotments, sport and recreational facilities, open space, biodiversity enhancement and access (All other matters reserved) *****ADDITIONAL INFORMATION RECEIVED*****

APPLICANT

Northern Trust Co. Ltd and British Sugar,

RECEIVED

19/05/2014

PARISH

Wrockwardine

WARD

Wrockwardine

OFFICER Valerie Hulme

OBJECTIONS RECEIVED: Yes.

THIS APPLICATION IS TO BE RECONSIDERED BY MEMBERS FOLLOWING A MATERIAL CHANGE IN POLICY

Background

This is an update to Members of Planning Committee following the announcement that a five year housing land supply exists for the Borough following the receipt and publication of the Telford & Wrekin Objectively Assessment Housing Need Peter Brett Associates, March 2015. The consequences of having a five year housing supply are a new material consideration which requires the Local Planning Authority to ask Members to revisit applications which have resolutions to grant subject to signing of a S106 agreement, and to review the original decision in the light of the change in the 5 year supply position.

The proposal seeks outline planning consent for a mixed use development at the former Sugar Beet Plant Allscott, comprising:

- Up to 470 sustainable dwellings covering approximately 15.4ha, including affordable housing that offer a range of designs, and sizes to create a mixed community to meet local needs.
- A village primary school (single form entry) for circa 156-200 pupils provided on 1ha land.
- A business hub, which will provide short term rentable office space, business support services, high speed broadband, as well as providing work space and networking space for home workers, start-up enterprises and the self-employed.
- New community facilities created through commercial space, which is intended for a local shop, healthcare centre and pharmacy. This will be achieved through a flexible consent for a variety of possible retail uses or services. Both this and the hub will cover approximately 0.3ha of land.
- Community allotments, circa 0.8ha, sufficient to accommodate 56 half size plots or 28 full size plots and associated parking;

- Sport and recreation facilities, covering 7.6ha providing a pavilion, 2 bowling greens, 2 full size football pitches, 3 cricket pitches and associated facilities.
- 9.8ha of open space, including both blue and green infrastructure, enhancements to the existing tree belt around site boundaries, new formal open space including a MUGA.
- New attenuation ponds and SUDs features throughout the scheme that provide habitats for local wildlife, approximately 1.7ha;
- Improved pedestrian and cycle link, including an increase in the connectivity of footpaths, green links and recreational spaces
- Enhanced public transport connections
- Increased local capacity in services such as electricity, water, telecommunications and new foul drainage connection.

Whilst the layout is reserved for later approval, a parameters plan accompanies the scheme dividing the site into 4 distinct areas:

Area 1: will comprise the retained and new sports and recreation facilities, together with the proposed biodiversity enhancement area. Access will be via the existing access off B4394, where there is a three arm priority junction, referred to as access 1.

Area 2: will comprise approximately 406 of the proposed new homes, together with informal public open space, SuDs drainage features and landscape buffers. This area will have two access points off B4394, one to the west and one to the east, which will be connected by a spine road. The western access will take the form of a three arm priority junction with 2m footways on both sides of the carriageway referred to as access 2. The eastern access is in the same location as the existing access into the former sugar plant, although as the development will not serve a significant number of HGVs the scale of the junction is to be reduced so that the access is more in keeping with a residential development, with footways on both sides of the carriageway referred to as access 3. B4394 within Area 2 will also have direct access off B4394.

Area 3: will comprise the remaining dwellings (circa 64 new homes), the community facilities comprising an area of open space with a children's play area, multi-use games area and public art, together with the proposed primary school and commercial area. There will also be SuDS drainage features and landscape buffers. Access will be via a new three arm priority junction off B4394 referred to as access 4.

Area 4: will comprise the proposed allotments and access will be from a new priority controlled junction off B4394, referred to as access 5.

Pedestrian and cycle access will be provided from the above access points, with crossing points to also be provided on B4394 as part of the B4394 Traffic Management scheme (see section 3.2 of this Statement). The development will also include links onto neighbouring bridleways and public rights of way.

Planning Committee resolved to approve the application on the meeting of 23rd July 2014 subject to the referral to the Planning Casework Unit and a S106 agreement that included the provision of:

- i. £3,900,000 towards onsite provisions of primary education facilities in addition to the transfer of land to the Council of no less than 1ha.
- ii. £500,000 towards Public transport improvements, including secondary education transportation
- iii. £137,100 towards a traffic signal junction improvement scheme at the B5061 Roman Road/Holyhead Road Junction.
- iv. £99,920 towards a roundabout junction improvement scheme at A442/A5223/B5063 Shawbirch Roundabout.
- v. £25,000 towards Public Rights of Way Improvements in the vicinity of the site.
- vi. £10,000 for improved signage at Allscott Level Crossing
- vii. £5,000 towards Travel Plan monitoring and support
- viii. £5,000 towards Air Quality monitoring
- ix. £20,000 towards planning and financial monitoring of planning conditions and section 106.
- x. 10% on site affordable housing
- xi. Onsite NEAP facilities (with terms to cover the possibility of transfer to and adoption by the Council if required)
- xii. Public open space / SuDS / Ecology park (with terms to cover the possibility of transfer to and adoption by the Council if required) where identified by applicant in accordance with the Councils Schedule of Rates
- xiii. The ecology park
- xiv. The Sports facilities and pitches including a community use agreement
- xv. The allotments (with terms to cover the possibility of transfer to and adoption by the Council if required)
- xvi. High speed broadband
- xvii. A healthcare facility

The S106 agreement has been prepared in draft form; however this has not yet been signed. Confirmation was also received on the 6th August 2014 that the Secretary of State considered the application in regard to the call in policy as set out in the Written Ministerial Statement by Nick Boles on the 26th October 2012, and concluded that the application should be determined by the Local Planning Authority.

NEW CONSULTATION RESPONSES:

Statutory Consultees:

Wrockwardine Parish Council: Object

Interim objection, reiterating previous comments and reserve the right to add additional concerns following the meeting on the 10th June 2015.

Wellington Town Council: Comment

The application should now be considered in view of the 5 Year land supply statement, but also wished to re-affirm their original response raising no objection in principle to the principle of development however concerns were expressed as to whether the current infrastructure and roads could accommodate the required extra

traffic to and from the proposed village development. It was further enquired as to whether a new access could be introduced which would enable easier access being obtained in the area which would extend from Admaston to an area to the north of the development site.

Highways: Comment:

As there are no changes to the development refer to previous comments and conditions

Contaminated land: Support subject to conditions
Refer to previous comments and conditions

Drainage: Support subject to conditions as specified previously

Built Heritage: No further comments

Arboricultural: No further comments
Refer to previous comments and conditions

Sport England: Comment

The additional information relating to the Council's deliverable five year housing supply does not affect Sport England's previous consultation response dated 4 March 2014. It is considered that the proposal meets Sport England's Policy Exception E2 and the previous consultation response dated 4 March 2014 still forms our formal consultation response to this proposal.

Shropshire Archaeology: Comment

No objection subject to conditions as previous comments relating to a scheme of investigation.

Highways England: No objections

Network Rail: No objections

Refer to previous comments and the request for contributions towards signage

Environment Agency: No objections

Re - iterate previous comments, including recommended conditions.

West Mercia Police: Support subject to conditions:

Proposal should take opportunities to design out crime through Secure by Design award status.

Severn Trent Water: Comment

No objection subject to foul and surface water condition.

Local representations:

To date 22 letters of objection have been received. These raise objections on the grounds of:

5 year land supply & Sustainability:

- Now that Telford and Wrekin council has identified a 5 year housing land supply, they no longer have to approve this inappropriate application and should reject it totally
- Includes areas which are greenfield, and not a regeneration project.
- Building a medium sized development halfway between Telford and Shrewsbury is unsustainable.
- Scale of development should focus on the brown field area alone
- Further developments are not necessary or desirable with the current infrastructure
- Isolated development
- Those caring for children will need transport to access education, child care and leisure facilities that will not be available on the development.
- Limited bus service.
- The proposal for the British Sugar Site does not meet the needs of the present community, but focuses on benefits through planning gains, S106 agreements, new homes bonus, council tax and business rates.
- Viability of the local school, health centre, local shops
- Few job creations
- More appropriate sites such as Maxell and haygate road

Highway concerns:

- Highway infrastructure unsuitable for the scale of the development.
- Mix of users through roads – tractors, HGV's, tankers, private vehicles
- Developers need to improve the roads prior to commencement of development
- The building of the Solar Farm demonstrated how even a slight increase in traffic can have a significant deleterious effect on life in Wrockwardine Village.
- Impact on surrounding areas such as Admaston, and failure to implement an Admaston Bypass; and request the council to fulfil the duties of the Telford Development Corporation
- Council should consider overall better links to the M54, helping both individuals and companies; need for a direct link road.
- Need for speed controls and traffic calming through Wrockwardine and Admaston to prevent incidents, taking example from Wellington Road in Admaston
- Impact on Admaston, Wrowardine, Charlton, Bluebell Lane and Rushmoor lane (currently of poor standards)
- Access restrictions from two low bridges at Allscott and Walcot and damage prone over bridge beyond the Grove at Walcot
- Validation of the traffic information has never been made
- No details of the bus service, where it will start and end, its route or when this is available. Need a suitable package to serve residents.
- Cumulative impact with Maxell site, and other proposed sites on the A442 will all impact on the traffic along the B4394 through Admaston and Wrockwardine
- Cumulation of impact in Wellington with Haygate Road application
- Speed limits
- Screening of the development from traffic noise.

- Concern over the construction traffic
- Question the monies and conditions relating to traffic improvements

Character and other concerns:

- Character of the area seriously compromised by the development.
- Turn into a suburb of Telford. Merging of the urban area
- Scale of development
- Increase in Noise & Fumes already suffering from.
- Loss of amenity
- Destruction of neighbourhood
- Secondary school overcrowded
- Village will turn into a commuter base
- Fails to integrate with wider area
- Community won't benefit from the high speed broadband
- Find alternative uses such as a solar farm.
- Protection of greenfield sites in the new development
- Pressure on emergency services
- Network rails concerns

In addition 2 Letters of support have also been received:

- Local business support for the mixed use development
- Brown field site that needs regeneration and should be more preferable than any other green field site in the borough

PLANNING CONSIDERATIONS

Principle of Development

The context of a lack of a five year housing land supply featured within the Planning Committee report, where it was identified that an inability to demonstrate 5 year housing land supply meant policies CS1 (Homes) which identify dwelling requirements for Telford, Newport and the rural area, and CS6 (Newport) and CS7 (Rural Area) which seek to direct housing into certain locations in line with the strategy, were not considered to be up-to-date. This meant that applications could not be refused on the grounds of housing supply alone and there would be a strong presumption in favour of sustainable development, taking account of paragraph 14 of the NPPF, where applications would be granted unless the adverse impacts of doing so would significant and demonstrably outweigh the benefits when assessed against the NPPF as a whole.

The original report outlined that the proposal is in conflict with policy CS7 which specified three suitable settlements where rural development would be focused; this included all forms of development and not merely housing, to "that necessary to meet the needs of the rural area". Outside of these locations, new development will be limited and in the open countryside strictly controlled. The Core Strategy made no employment allocations in the rural area, nor did it include a policy statement encouraging rural business, and thus regard to any change of use of any employment nature at this locality

would have conflict with the Core Strategy. This was recognised through the Public Examination of the Core Strategy where by the Inspectorate made the following comments:

3.68 “The Core Strategy was submitted before the announcement that the British Sugar site at Allscott would close. This site is located in the rural area outside any large settlement or village designated for rural growth. Its future use represents a problem at the strategic level, compounded by its position on a railway line where the evidence suggests that a station halt could be engineered; and complicated by the presence, on site, of a SSSI which has been dependent for its ecology on warm water emissions from the sugar factory. As it stands, the Core Strategy contains no policy statement which could relax the restrictive policy of CS7 if that were necessary to allow alternative development. In respect of development falling outside Policy CS7 and outside the tolerances of the Use Classes Order and the General Permitted Development Order, the future of the site would be decided through the application of national planning policy. Whilst this is not entirely satisfactory from a development plan point of view, no change could currently be made to the Core Strategy to encourage alternative uses (particularly housing) which would conflict with Core Strategy policy as it stands. Neither consultation nor sustainability appraisal of alternative uses has been carried out. The reduction in the timespan of the Core Strategy to 2016 would allow work to begin on a strategic policy approach to this important site.”

Even though the Council now has a 5 year land supply, the direction to consider this site against national policy still stands. The report below considers the application in light of sustainable development. The report examines the economic, social and environmental issues and concludes that the proposed mixed use of the site creates a strong and vibrant community, and technical issues can be resolved through conditions and S106 agreements to ensure the appropriate implementation of certain aspects such as the school, leisure facilities etc. Consequently the approval would be consistent with the NPPF and the presumption in favour of sustainable development.

Consideration to consultation responses:

With regard to the comments made by statutory consultees, there have been no change in circumstances and as such the conditions previously requested should still be afforded to any approval.

Local representations have been made to the suitability of the site now that the council has a 5 year land supply, suggesting other sites should be developed first. They also raise concerns over the greenfield development. In respect of this this is a large strategic brownfield site that has been vacant since 2008 and there is a need to consider a sustainable use of the site, supporting both the local economy, the existing sports club that's located on the site, and the character and amenities of the local area. This proposal brings forward a mixed use development that is predominantly on the brownfield site (area 2, 20.6ha). It is acknowledged that an agricultural field comes forward in the proposal (area 3, 5.9ha), this has been necessary to support the significant viability issues of not only remediation the

contaminated brownfield site, but also the cost of the primary school and the land to erect this on, which has significant weight to the economic role that the agricultural field would have if left alone. The use of the field also allows the linkages of the new development with the existing village, supporting them through the accessibility of the community facilities, including the school, play area, shops, business hub and health care facility.

Whilst the local authority have identified a 5 year land supply based on the Objectively Assessed Housing Needs study, this does not imply that sustainable development should not be granted approval, it is a minimum figure for the level of housing required in the borough; the council aspires to be a growth point which is reflected in policy CS1. The Local Planning Authority are required to consider the application on its merits alone, and are unable to compare it to other sites choosing a preference. This is a strategic brownfield site that has had careful consideration to what would create sustainable development and propose a package that overall creates a suitable community that provides a viable and plausible use of the redundant brownfield site that accords with national planning policies.

There are a large number of comments made by local residents that refer to the technical aspects of the proposal which were addressed in the report below, in particular highways concerns which featured heavily in the last comments and debated at committee and resolved that the proposal would not harm the highway network subject to a number of conditions and S106 contributions. These include a full scheme of highways improvement works to the B4393 in the vicinity of the site; the scheme shall include suitably located gateway features at either end of the scheme; Raised tables and alternative surface treatments at junction and access locations; Raised pedestrian crossings; Footway/cycleway provision; Appropriate directional signing strategy; General carriageway width no wider than 6m and a 30mph speed limit with the associated signing and lining. In addition a full scheme for the management of traffic in the village of Wrockwardine is also included as a condition, as is a scheme for Station Road Admaston. Standard conditions relating to highway details and construction traffic management plan are also applicable, and considered reasonable. A travel plan is also requested; this should be a 'living' document which sets out creative and innovative ways to encourage sustainable travel to, from and around the site, and a demonstration of the enduring viability of the development. S106 contributions include £137,100 towards a traffic signal junction improvement scheme at the B5061 Roman Road/Holyhead Road Junction, and £99,920 towards a roundabout junction improvement scheme at A442/A5223/B5063 Shawbirch Roundabout; and £500,000 towards a combined bus contribution providing a service for 5 years.

Since the original Planning Committee, S106 agreements now need to provide specific details as to the way planning obligation monies will be spent. This is in order to ensure compliance with the Community Infrastructure Levy (CIL) changes that came into force from 6th April 2015.

The report below also considers the implications on the area, the landscape, the social implications, ecological, arboriculture, drainage, rail line and education issues; there has been no material change to any of these aspects.

Conclusion:

Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise. The proposed development is located entirely within the rural area. Policy CS7 provides guidance as to where development should be focused, and outside of this limited and within the open countryside strictly controlled. The application site does not lie in or near to any of the three named settlements and therefore would fall contrary to the Core Strategy in normal circumstances. However the proposal represents an exception to this policy, which was recognised by the Inspectorate at the Public Examination of the Core Strategy, who appreciated that this site had recently become available as a significant brownfield site, and that any development would be contrary to this policy, regardless of the proposal. Therefore its future use represented a problem at a strategic level, and consequently any use would need to be considered against the application of national policy. Whilst the Inspectorate was not entirely happy with this approach the Core Strategy was too far advanced with no evidence base for this site, and thus the Inspector gave allowance in his report to consider any future applications against national guidance at that time until the Core Strategy had been updated from 2016. This created a strategic policy approach for determining applications on this site. Furthermore the application has been subject to the review of the Secretary of State who did not call in the application, leaving this as a local authority decision.

The proposal comprises of a number of elements to create a sustainable community, formed from the delivery of housing, primary education, local centre, play facilities and sports pitches, green infrastructure - including an ecology park and allotments. This will support the existing local economy in turn by creating demand for services as well as creating and supporting employment both directly and indirectly. The details of these uses have been researched and it is considered that a viable scheme that can be delivered. The proposed development will provide a number of facilities and its construction is considered sustainable, meeting the three sustainable threads required in the NPPF, having a social, economic and environmental role. And through the use of appropriate planning conditions and a S106 agreement, the proposed development would not cause harm to the immediate or wider areas. Consequently it is considered that the proposal as a whole creates a suitable and sustainable community that provides a practical and acceptable use of the redundant brownfield site that accords with planning policy guidance.

RECOMMENDATION:

To GRANT DELEGATED AUTHORITY to the Development Management Service Delivery Manager to GRANT OUTLINE PLANNING PERMISSION subject to the following:

- A.) The applicants entering into a Section 106 agreement with the Council (terms to be agreed by the Service Delivery Manager of Development Management) that includes the provision of:
 - i. the transfer of land to the Council of no less than 1ha.

- ii. £500,000 towards Public transport improvements, including secondary education transportation
- iii. £137,100 towards a traffic signal junction improvement scheme at the B5061 Roman Road/Holyhead Road Junction.
- iv. £99,920 towards a roundabout junction improvement scheme at A442/A5223/B5063 Shawbirch Roundabout.
- v. £25,000 towards Public Rights of Way Improvements in the vicinity of the site.
- vi. £10,000 for improved signage at Allscott Level Crossing
- vii. £5,000 towards Travel Plan monitoring and support
- viii. £5,000 towards Air Quality monitoring
- ix. £20,000 towards planning and financial monitoring of planning conditions and section 106 (this is a maximum figure and may be changed if, in the opinion of the Service Delivery Manager of Development Management, such change is required)
- x. 10% on site affordable housing
- xi. Onsite NEAP facilities (with terms to cover the possibility of transfer to and adoption by the Council if required)
- xii. Public open space / SuDS / Ecology park (with terms to cover the possibility of transfer to and adoption by the Council if required) where identified by applicant in accordance with the Councils Schedule of Rates
- xiii. The ecology park
- xiv. The Sports facilities and pitches including a community use agreement
- xv. The allotments (with terms to cover the possibility of transfer to and adoption by the Council if required)
- xvi. High speed broadband
- xvii. A healthcare facility

B.) the conditions as set out in the original report.

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OBJECTIONS RECEIVED: Yes

MAIN ISSUES: Loss of employment land in Rural Area; Housing need; Sustainability; Loss of agricultural land; Highway, traffic and public rights of way issues; Rail considerations; Community facilities, open space, play and recreation provision; Pollution and amenity issues; Surface and foul water drainage, other infrastructure issues; Ecology and habitats regulation including SSSI considerations; Impact on historic assets; Landscape impact including setting of AONB.

1. PROPOSAL

- 1.1. The proposal seeks outline planning consent for a mixed use development at the former Sugar Beet Plant Allscott, comprising:
- Up to 470 sustainable dwellings covering approximately 15.4ha, including affordable housing that offer a range of designs, and sizes to create a mixed community to meet local needs.
 - A village primary school (single form entry) for circa 156-200 pupils provided on 1ha land.

- A business hub, which will provide short term rentable office space, business support services, high speed broadband, as well as providing work space and networking space for home workers, start-up enterprises and the self-employed.
- New community facilities created through commercial space, which is intended for a local shop, healthcare centre and pharmacy. This will be achieved through a flexible consent for a variety of possible retail uses or services. Both this and the hub will cover approximately 0.3ha of land.
- Community allotments, circa 0.8ha, sufficient to accommodate 56 half size plots or 28 full size plots and associated parking;
- Sport and recreation facilities, covering 7.6ha providing a pavilion, 2 bowling greens, 2 full size football pitches, 3 cricket pitches and associated facilities.
- 9.8ha of open space, including both blue and green infrastructure, enhancements to the existing tree belt around site boundaries, new formal open space including a MUGA.
- New attenuation ponds and SUDs features throughout the scheme that provide habitats for local wildlife, approximately 1.7ha;
- Improved pedestrian and cycle link, including an increase in the connectivity of footpaths, green links and recreational spaces
- Enhanced public transport connections
- Increased local capacity in services such as electricity, water, telecommunications and new foul drainage connection.

- 1.2. Whilst the layout is reserved for later approval, a parameters plan accompanies the scheme dividing the site into 4 distinct areas:
- 1.3. Area 1: will comprise the retained and new sports and recreation facilities, together with the proposed biodiversity enhancement area. Access will be via the existing access off B4394, where there is a three arm priority junction, referred to as access 1.
- 1.4. Area 2: will comprise approximately 406 of the proposed new homes, together with informal public open space, SuDS drainage features and landscape buffers. This area will have two access points off B4394, one to the west and one to the east, which will be connected by a spine road. The western access will take the form of a three arm priority junction with 2m footways on both sides of the carriageway referred to as access 2. The eastern access is in the same location as the existing access into the former sugar plant, although as the development will not serve a significant number of HGVs the scale of the junction is to be reduced so that the access is more in keeping with a residential development, with footways on both sides of the carriageway referred to as access 3. B4394 within Area 2 will also have direct access off B4394.
- 1.5. Area 3: will comprise the remaining dwellings (circa 64 new homes), the community facilities comprising an area of open space with a children's play area, multi-use games area and public art, together with the proposed primary school and commercial area. There will also be SuDS drainage features and

landscape buffers. Access will be via a new three arm priority junction off B4394 referred to as access 4.

1.6. Area 4: will comprise the proposed allotments and access will be from a new priority controlled junction off B4394, referred to as access 5.

1.7. Pedestrian and cycle access will be provided from the above access points, with crossing points to also be provided on B4394 as part of the B4394 Traffic Management scheme (see section 3.2 of this Statement). The development will also include links onto neighbouring bridleways and public rights of way.

1.8. Environmental Statement and supporting documentation:

The proposed development constitutes a 'Schedule 2' development of The Town & Country Planning (Environmental Impact Assessment) regulations 2011, as it qualifies as an 'urban development' project in accordance with Section 10(b) of schedule 2. Due to the significant environmental effects to arise from the development the application is deemed to constitute an 'EIA Development', and as such an Environmental Statement (ES) has been submitted with the application. A subsequent scoping exercise was undertaken by the LPA with advice from external consultees and concluded that the following technical assessments were to be included in the ES:

- Socio Economics;
 - Landscape and Visual;
 - Ecology and Nature Conservation;
 - Traffic and Transportation;
 - Noise and Vibration;
 - Air Quality;
 - Water Resources and Flood Risk; and
 - Ground Conditions and Contamination.
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- Aspects scoped out were:
 - Archaeology and Built Heritage;
 - Waste; and
 - Agriculture.

1.9. Following the initial consultation on the application further information was requested from the Archaeologist and in addition an element of land was identified as land under the control of Network Rail. Subsequently additional information has been submitted and the site edged red has been amended to remove this minor element of land with the ES being updated to reflect these issues.

1.10. The ES identifies a number of adverse effects which predominantly relate to the effects during construction. These relate to:

- Effects resulting from changes to the landscape and views;
- Noise from the construction process; and
- Potential for surface and groundwater contamination.

1.11. However the ES also identifies that the implementation of mitigation measures during construction such as the use of site hoarding, dust and noise

suppression measures and temporary drainage will result in many adverse effects being reduced or avoided. The issues covered within the ES are discussed throughout this report.

1.12. In addition to the amended ES, the following documents accompany the application:

- Application form
- Site Location Plan
- Parameters Plan
- Site Access Details
- Illustrative Masterplan
- Design & Access Statement (DAS)
- Sustainability Statement
- Viability Statement
- Statement of Community Involvement
- Stability Report Declaration
- Agricultural Land Classification Desk Top Report

2. BACKGROUND

2.1. The Factory:

The Allscott Sugar Beet Factory was erected in 1927 and processed sugar at this location for 80 years until its closure in Autumn 2007. The operations of the factory were split between a “beet end” and a “sugar end”. The “beet end” typically occurred between September and March. During this period sugar beet was delivered to the site after harvesting and was then washed, sliced and cleaned, before being processed and stored in specialist tanks. The “sugar end” typically occurred between spring and late summer and involved filtering the processed sugar liquid from the “beet end” and boiling it under vacuum to create a thick syrup, where tiny sugar crystals were added to encourage crystallization. Pure white sugar crystals were then separated in a centrifuge, before being conditioned and stored for distribution. As the sugar beet was delivered straight to the site following harvesting, the “beet end” included washing off soil and diverting the muddy water to large ponds located to the north of B4394, adjacent to the River Tern. These ponds allowed the soil to settle out before clean water returned to the river. In 1986 these settling ponds were designated as a Site of Special Scientific Interest (SSSI) due to them supporting a bird community of County importance.

2.2. The plant processed some 850,000 tonnes of sugar beet per year resulting in traffic generation during peak times (winter) of some 800 HGV movements per day.

2.3. During operation a Sports and Social club was run by the factory for its employees, this included a bowling green / club house to the south of B4394 and some sports pitches to the north.

2.4. Current use and Marketing

The specialist use of the buildings and associated plant machinery did not lend themselves to any alternative uses; consequently a decision was made to clear the site at the end of 2008 with the site reduced to hard standing. It is important to note that whilst the buildings were cleared the site retains its industrial use as class B2 of the Town and County Planning (Use Class) Order as amended, and thus such a facility could be established on the site without planning consent; it may however require planning consent for any building or plant etc. that does not constitute as permitted development as per the Town and Country Planning (General Permitted Development) Order as amended.

2.5. King Sturge (now Jones Lang LaSalle) marketed the site for a Class B2 industrial use over a three year period; despite this campaign a new use was not secured, and in 2011 Northern Trust Company Ltd were instructed to promote the site for redevelopment.

2.6. The land containing the former settling ponds, which are the subject of the SSSI, have since been sold to a third party and all responsibility to manage habitats and water levels within the SSSI were transferred with it. The remainder of the former British Sugar plant is still under the ownership of British Sugar, and the sports and social club remains open having a short term lease for peppercorn rent.

2.7. Consultation

A statement of community involvement accompanies the application; this confirms that a comprehensive consultation and engagement programme has been undertaken by the applicant to understand the needs and ambitions for the site from residents, community groups, businesses and local town councils / ward members. A two stage approach was adopted by the applicant, initially introducing the community to the site and outlining various options to encourage constructive feedback as the first element, and a secondary element comprising a redesign of the scheme based on the feedback received.

2.8. The extensive consultation period lasted around 15 months and included:

- 51 political and stakeholder meetings
- five presentations
- a two-day public exhibition and an evening public exhibition
- stakeholder workshop
- distribution of a total of 11,906 information leaflets
- an extensive media campaign, and
- the establishment of a community engagement group

2.9. The primary stage of consultation commenced in mid-2012, with the first exhibition being staged in November 2012. The application submission identifies that following the primary stage of consultation there was widespread support for the redevelopment of the site (91% of respondents) with over 100 people registering for further information with regard to the affordable housing, compared with only 19 opposing the inclusion of any housing on the site at all. Support was also received for the inclusion of the employment hub, with 68 people registering for further information at an early stage.

2.10. Respondents also wished to see the nature conservation, sports and recreation and public transport / highway improvements as key benefits from any redevelopment.

2.11. The second stage of consultation included an exhibition held in November 2013, which received consistent positive feedback for the redevelopment of the site with 93% of respondents in support.

2.12. Amendments made to the proposals as a result of the consultation process include:

- The addition of a school and health care facilities which were not included in the first iteration of the plans
- Substantial highways improvements
- Improved facilities and additional space for Allscott Sports & Social Club
- The addition of a business hub
- The provision of a number of community allotments

3. SITE AND SURROUNDINGS

3.1. The site lies within the parish of Wrockwardine and is located to the north west of Telford, adjacent to the B4394. The nearest settlement is Allscott which is approximately 250 metres to the south west, with the site also being 1.3km North West of Wrockwardine and 4.5km west of Wellington.

3.2. The application site comprises the former Sugar Beet Plant and adjacent associated land covering a total of 36.6ha. The site itself is generally flat, bisected by B4394 on an east-west axis, and can be divided into 4 distinct areas:

3.3. Area 1: Approximately 9.3ha located to the north west of the application site and to the north of B4394; this comprises of grassland currently used by the Allscott Sports & Social Club in the form of two cricket grounds and a football pitch, with associated changing facilities, cricket nets and car park. The area also includes some arable and unused ground (occasional parking) accessed from B4394.

3.4. Area 2: Approximately 20.6ha located to the south of B4394, this part of the site sits between the road at the north of the areas boundary and the Wolverhampton to Shrewsbury railway line to the south. The majority of the buildings and plant were located within this parcel of land; it contained large industrial buildings and silos which were in excess of 160ft tall. All buildings within the site have now been removed with the majority of the site now comprising hard standing; however there is one parcel of agricultural land to the north east which is fenced off from the wider area. The Sports and Social Club is sited within the northwest corner of this area and is accompanied by a bowling green. Access to the site is via two priority controlled junctions that have been specifically designed for the significant HGV traffic flows generated by the previous use, one at the west of the site allowing continued access to

the Sports and Social Club and the second to the east. A central access point is evident on site however this was closed in 1990.

- 3.5. Area 3: Approximately 5.9ha of agricultural land located at the south of B4394 and to the east of the main factory site; it is separated from area 2 by a bridleway that runs from B4394 to the railway line to the south.
- 3.6. Area 4: Approximately 0.8ha to the north of B4394 and far east of area 1, separated by an industrial unit outside of the applicants control. This area comprises of arable land accessed from an agricultural track from B4394 at the south east corner of the site.
- 3.7. The areas have associate scrub land across the site, and whilst banks of trees are noted at the peripheries of the site, particularly bordering the railway line and lining B4394, there are no significant trees that are protected.
- 3.8. To the far north of the application site the River Tern and the Allscott Settling Ponds Site of Special Scientific Interest (SSSI) can be found. The SSSI is dominated by lagoons reedbeds and scrub located either side of the River Tern. A former landfill is located adjacent to the north western boundary of area 1, which was used privately by British sugar themselves but it is now closed. Bordering the application site to the west of area 1 is an industrial unit occupied by a horticultural supply company.
- 3.9. To the west of area 2 is 'The Duck' public house with kennels being located further west. A small rural business park is located to the north of B4394 between areas 1 & 4. A number of residential units are apparent to the north of B4394, to the east of area 4 and north of area 2. 'The Plough Inn' and a Haulage yard are located to the north east of the site at Cross Green junction in addition to a small cluster of residential units leading to the village of Allscott to the far northeast via Rushmoor Lane. A further haulage yard (previously Allscott Depot) abuts the eastern boundary of area 3. Arable and agricultural fields are located to the far south of the site separated by the railway line, these have a number of footpaths meandering around the area, and include a level crossing over the railway between areas 2 & 3. Situated some 2km to the far south of the site is the Wrekin hill which is clearly visible from the site and protected through AONB designation.

4. SUMMARISED CONSULTATIONS

Standard consultation responses

4.1. Wrockwardine Parish Council: Object

Recognise the need for an EIA, and the probable impact on existing M54 junction, in particular with other developments in Wellington, and will have an adverse effect on classified and unclassified roads and the community as a whole. Comments from the Highways agency with regard to the recent applications in the area are conflicting, with one having an impact and this having none.

- 4.2. Note there is considerable local opposition to this application which would, if successful, create a village outside the present boundary of the built up area of

the Borough; effectively extending the present urban development of Telford well into the rural countryside.

- 4.3. The borough Council has, up until quite recently, insisted that the Local Plan (Local Development Framework [LDF], supported by Wrekin Local Plan “saved” policies were “current”. Due to pressure from Central Government this is no longer appears to be the case. Wrekin Local Plan “saved” policies H9, H10 and H18 are quite clear that there should be no such propose development in Allscott. However it would seem that the National Planning and Policy Framework (NPPF) now overrules the LDF. It would seem that a direction from central government now excludes housing numbers where planning has been passed but development has not yet taken place. The Parish Council is at a loss to understand why this should affect what is in effect a rural area when there is clearly existing land available in the urban environment. The Parish Council feels that Local Government should, where practicable, question such directives from Central Government.
- 4.4. Assuming the NPPF is accepted as the overriding document then it still has to be proved that the development is sustainable. Northern Trust has set great store by its insistence that the development is sustainable: The Parish Council has not been convinced that this is the case. To be truly sustainable the site should be sustainable as far as possible within its own environs: it should have little effect on its surrounding area, limit carbon dioxide emissions and provide an environment where people can work and play and if travel is necessary then this should be by public transport?
- 4.5. There is a proposal for a primary school. Is this really achievable bearing in mind the cost which would come from local finances? What certainty is there that a school is practical bearing in mind the likely number of pupils; what happens when those pupils reach the age of 11 year as the nearest secondary and tertiary education facilities are over 4 miles away?
- 4.6. 470 homes would equate to at around 800/900 adult residents. A sustainable development should provide jobs for the vast majority. This will not happen in the rural area of Allscott. Despite the developer’s comments about a business hub and possible retail developments very few jobs will be created. The vast majority of the residents of this estate will travel to work outside the development.
- 4.7. Wrockwardine Parish Council is of the view that a local shop on an estate of less than 500 houses will not be viable and would remain empty. It is unlikely that the Post Office would be provided; we doubt that in the present economic climate Post Office Counters Limited would approve post office facilities so that anyone requiring such services (parcel deliveries from home businesses in particular) would need to travel. We are informed that that the shopkeepers in Admaston would fear for their own business if revenue dropped because of this development. In any event the residents will still travel for the weekly shop to the supermarkets in Wellington and Telford. Again more travel by car. In addition, the nature of these houses, large and prestigious, would indicate that residents would be most likely to shop on-line and have their weekly grocery

shop delivered to them from the large supermarkets thus creating additional incoming traffic – again, this is contrary to the sustainability argument.

- 4.8. A similar situation arises with the suggestion of a pharmacy attached to a health centre. Recent Government announcements indicate the closure of rural GP practices due to cuts in Government funding. In present circumstances this proposal would appear to be a non-starter and then of course the residents would have to travel some three miles to the nearest surgery and pharmacy putting ever increasing pressure on rural roads.
- 4.9. The proposal indicates the jobs that will be created during the construction phase and how this could provide work for 120 residents of Shropshire. Once again this information has been overtaken by events. The construction industry is now once again in full flow thanks to the three Government housing schemes and latest reports indicate that there is a shortage of workers in that industry.
- 4.10. It is the understanding of WPC that the area is technically described as a flood plain. Little is stated in the planning application about the Sustainable Urban Drainage System. Many of the rural roads have suffered flooding year on year which indicates that ground water levels in winter are high. Natural springs are also common throughout the area. In regarding such circumstances what concern is there about “back-flooding” a phenomena that has occurred in other parts of the country this year which have never experienced flooding from natural watercourses? Admaston has also experienced severe back-flooding problems in the past.
- 4.11. The applicant expresses confidence in soil contamination. Has a full and independent survey been undertaken? One such application has been stopped because of leaching into the soil of a chemical used in the processing of beet into sugar. In addition BSC at one time sold top soil obtained from washing beet. That soil, which had been sprayed with Lindane (which became a banned chemical), was stored on part of the site. How confident is the council that the site is safe?
- 4.12. The developers indicate a range of travel plan initiatives. The only form of public transport is the bus. The developers have apparently agreed to subsidise this for two years but what will happen then? The Borough are currently reviewing bus subsidies with the threat that some will have to be cut. In Admaston when a large development took place the Local Plan indicated there had to be a 20 minute bus service. Despite further large developments in Bratton and Shawbirch the bus service has been cut, firstly to 30 minutes and now to hourly. The law of diminishing returns applies and it will also happen if the development in Allscott takes place. Once again more pressure from car users on local and unsuitable roads. Whilst the Railway runs alongside the site it would seem there is little possibility of providing a halt despite the fact that the former Walcot station is close by. When the LDF was being prepared representatives of the Parish attended many consultation meetings and tried to instigate thought on a metro system from Shrewsbury to Wolverhampton and the opening of all the old halts/stations providing an alternative transport system throughout the Borough. Wrockwardine Parish Council also obtained a

grant for a feasibility study to re-open Admaston Station but such a possibility was also ruled out because of prohibitive costs and because the timetables would not allow traffic into Birmingham. Cycling and walking from the proposed development site would be extremely dangerous.

- 4.13. The developers discuss the history of the site and ABF. There is no doubt that the latter were efficient and considerate employers. However they could afford to be bearing in mind the vast profits being made through subsidies. Once those subsidies came under threat the company had no compunction in closing 14 of its 18 factories with apparently no concerns for its workers or the farming communities supplying the beet. The company was also quick to flatten the factory buildings to save on Business Rates. It is now seeking to capitalise on the asset to the detriment of the area as a whole.
- 4.14. Sustainability was broached at the beginning of the applicants report. The applicants argument appears to highlight the fact that because the NPPF is wide open to interpretation that the presumption of development in the rural area is satisfactory. Whilst PPG13 and PPG7 are now defunct we would draw attention to the true aims of sustainability. PPG 13 1.8. Locate major generators of travel demand in existing centres which are highly accessible by means other than private car. This condition does not come near to applying to the Allscott site. PPG7. An isolated new residential development in the countryside may be exceptionally justified if it provides live-work opportunities that will be integrated and a benefit to the surrounding community if it can meet outstanding high standards of sustainability.
- 4.15. Wrockwardine Parish Council does not think those “exceptionally high standards for the surrounding community” will be met if this application succeeds.
- 4.16. Network Rail has objected to the proposed development expressing concern over the safety aspects of an unmanned level crossing and the proximity of the proposed school site to the railway line. In addition we note that Telford & Wrekin Council’s Ecology Department objected to the scheme.
- 4.17. “Promoting Sustainable Transport, Paragraph 32 states that a transport statement or assessment should support planning applications where the development will generate significant amounts of movement. This should take account of opportunities for sustainable transport modes, safe and suitable access to the site for all people, and improvements to the transport network that will cost effectively limit the significant impacts of the development. Proposals should only be refused where the residual cumulative impacts of development on transport are severe. No transport statement or assessment has been submitted with the application. This will be needed in order to determine what the transport impacts of the proposed development will be.
- 4.18. Paragraph 35 states that developments should be located and designed where practical to:
 - Accommodate efficient delivery of goods and supplies. This is a HGV route with several existing businesses accessing and using the B4394.

Appropriate measures will need to be put in place to ensure that new traffic associated with the proposed development does not affect the operations of these businesses.

- Give priority to pedestrian and cycle movements. Consideration should be given as to how pedestrians and cyclists will be able to cross or travel along the B4394 to access the school and the playing pitches to the north west.
- Have high access to quality public transport facilities. The site is in a rural location with limited connectivity to other service centres for non-car users. Consideration will need to be given to the potential for better public transport routes, for example to and from Wellington. Comments should be sought from transport officers in regard to this.

4.19. In addition, paragraph 36 states that all developments which generate significant amounts of movement should be required to provide a Travel Plan. This is also not currently available but should be submitted by the applicants. A travel plan should be a 'living' document which sets out creative and innovative ways to encourage sustainable travel to, from and around the site, and a demonstration of the enduring viability of the development."

4.20. Requests for section 106 agreement in the event that the application is approved for the following:

- Relief Road
- 40 M.P.H. at entrance to the Parish at Walcott Bridge
- 30 M.P.H. immediately adjacent to the site
- 40 M.P.H. from site to Admaston.
- Pinch point traffic lights at Railway Bridge at Allscott.
- Series of Table Tops Admaston (east and west, by the crossing and at Admaston House)
- The pedestrian crossing in Admaston; high intensity LED lights on the Belisha Beacon.
- Series of Table Tops in Wrockwardine
- Chicanes Allscott/Rushmoor Lane. Pinch point between the old and new entrances to the sewage works.
- Post development speed limit for Rushmoor Lane
- Weight limit for Rushmoor Lane
- Alteration to junction at Plough Inn
- Adequate car parking provision for parents at the school
- Footpath from Wrockwardine to Admaston
- An expectation that existing public rights of way from the new development will be marked and maintained.
- Traffic management should begin immediately the development is started, not upon completion of 25% of the development.
- Aggregate deliveries should come to the site by rail to existing sidings otherwise, vehicles would have to access the site via Rushmoor Lane; all roads to the site are unsuitable.
- Gateway features throughout the Parish.
- Alteration to the junction site line at Longdon Halt to make safer.

- Wrockwardine Parish Council is a statutory lighting authority – all street lighting in the proposed development to be handed to the Parish Council with a suitable maintenance bounty.
- all street lighting in the proposed development to be handed to the Parish Council with a suitable maintenance bounty, as the Parish is a statutory lighting authority

4.21. The Borough Council will receive a substantial sum of money in Housing Grant from the Government. The Borough should consult with the Parish Council and the Community to ensure that the community most affected by the development benefits appropriately. There needs to be a demonstrable gain from the Housing Grant passed to the Parish because it is the parish which will be left forever to deal with the consequences of the development. The Borough needs to be clear in how it intends to deal with this receipt.

4.22. Rodington Parish Council: Object

Due to strains on the current infrastructure; the roads approaching the development are unclassified and are all of a very poor standards. The development will increase traffic throughout the whole area as cars will have to travel through neighbouring parishes to get to the development. The Parish Council would like to propose that a train station with parking facilities is reinstated on the development to help traffic problems.

4.23. Wellington Town Council: Comment

The Council has no objection in principle to the principle of development however concerns were expressed as to whether the current infrastructure and roads could accommodate the required extra traffic to and from the proposed village development. Questioned as to whether a new access could be introduced which would enable easier access being obtained in the area which would extend from Admaston to an area to the north of the development site.

4.24. Waters Upton Parish Council: Support subject to conditions:

Waters Upton Parish Council has no objections to this proposal for a brown field site. However, there are concerns regarding the access. Also, the site will affect The Shropshire Way, please can you inform us of your plans to protect this?

4.25. Withington Parish Council: Object

On the grounds of social, economic, environmental and sustainability grounds:

- 4.26. Social: The proposed development does not meet any locally identified need for housing from the local villages in this location, therefore a group of “newcomers”, isolated by the need to travel to work. Apart from sports there is nothing to bring real social benefit to the proposed development and surrounding area. The proposed school would only benefit a narrow age range group of site and local residents.
- 4.27. Significant personal safety issues will ensue as residents would need to cross the already busy and fast road outside the proposed housing area to reach the sport and recreation area.

- 4.28. Economic: There are no immediate work opportunities in the vicinity (apart from a proposed small scale business hub); therefore most residents would have to travel to work or for any other facilities. The only option to reach work places such as Telford, A54 and Shrewsbury would be by the existing fragile road network of rural roads and lanes. Improving this would be a drain on depleted council and other resources. The amount set aside for road measures would not go anywhere near to meeting the true cost. A small scale shop as planned would struggle to be viable without being a great and significant pull to residents in the surrounding villages with suitable additional parking provision.- not seen on the plans.
- 4.29. Environmental: There will be a massive influx of vehicular traffic and its consequent air and noise pollution. There could easily be 900 or more cars based at the site.
- 4.30. There is no mention of re-instating the railway station at Walcot or using the adjacent railworks at the site. This would bring a great environmental improvement, provide ongoing benefit to the area, and encourage the enmeshing of the development into the community as well as relieving the well-known parking pressures at Wellington station. All the access routes have limitations in the way of restricted bridges, sharp and dangerous bends, and several are narrow lanes, passing through quiet villages. There are already significant problems with the modern large farm vehicles, and heavy goods vehicles competing with walkers, horse riders and cyclists. National Cycle route 81 passes through the area. The potential damage to the peace and tranquillity of the area, including the conservation area of Wrockwardine, is a serious cause for concern.
- 4.31. Sustainability: The proposed short-term bus service may not be sustainable if it does not address the work and social needs of residents in all their possible work and social locations as well as adequately serve the surrounding area. The need to travel distances to work on already busy roads including M54 and M6 may make living at the proposed site unsustainable in the long term.
- 4.32. Furthermore there are already plans in the pipeline for two further considerable housing developments in the western area of the small market town of Wellington, (370 and 77), which would greatly magnify the impact of many of the points above; and therefore requests a public enquiry into these proposed developments, so that all the issues can be considered more fully and involve contiguous areas which will be greatly affected.
- 4.33. **Development Plans: Support subject to conditions**
The closure of the sugar beet factory was announced in the very late stages of preparing the Core Strategy and so the long term future of the site is not currently considered within Telford & Wrekin's development plan. The Core Strategy Inspectors Report recognised this and stated that "*...the future of the site would be decided through the application of national planning policy...*" (paragraph 3.68, Telford & Wrekin Core Strategy Inspectors Report). Reference is made to a statement which identifies that the borough does not currently have a five year land supply.

- 4.34. The primary consideration for this planning application will be to determine whether or not it delivers social, economic and environmental gains jointly and simultaneously and that there are no adverse impacts that would outweigh its benefits, therefore achieving sustainable development.
- 4.35. The site is brownfield, currently lying vacant following the demolition of the sugar beet factory buildings some years ago. It is currently not providing any activity or use that is of social, economic or environmental benefit to the local area or the borough as a whole. The commercial uses proposed (A1, A2, A3, A5 and B1) will be small scale in nature and will primarily be catering for the needs of the new community as well as the nearby existing rural community. As established by paragraph 25, a sequential assessment will not be required and there is no requirement for an impact test of these uses on existing centres as the proposed floorspace falls well below the default threshold of 2,500 square metres set by paragraph 26. The applicants do however need to submit a transport assessment/statement and travel plan, as required by paragraphs 32 and 36, as this development will generate a high number of vehicle movements.
- 4.36. The potential impacts of the proposed development on the nearby SSSI and wider biodiversity in the area will need to be determined from the ecological information that the applicants have submitted and also through discussion with the council's ecological officers.
- 4.37. Overall, this large vacant brownfield site presents one of the best opportunities for a development in the rural west of the borough to meet local housing, social and economic needs. The commercial and community services provided within the development will help to support both the existing and new communities, with the potential that new residents will support existing services in nearby villages.
- 4.38. Highways: Support subject to conditions:**
Having reviewed both the TA data and EIA no objections are raised subject to conditions and S106 contributions. These relate to:
- 1) A full scheme of highways improvement works to the B4393 in the vicinity of the site, including:
 - Suitably located gateway features at either end of the scheme
 - Raised tables and alternative surface treatments at junction and access locations
 - Raised pedestrian crossings
 - Footway/cycleway provision
 - Appropriate directional signing strategy
 - General carriageway width no wider than 6m
 - 30mph speed limit with the associated signing and lining
 - 2) A full scheme of traffic management highway works for the village of Wrockwardine, including those associated highway routes into the village.
 - 3) A full scheme of traffic management highway works for Station Road, Admaston

- 4) Construction highway details and residential layout
- 5) Travel Plan
- 6) A construction traffic management plan

4.39. S106 contributions requested are as follows:

- 1) £500,000 to facilitate improved bus linkages, including school travel, between the site and Wellington. 50% of the monies to be paid upon commencement of occupation and the additional 50% to be paid upon 50% occupation.
- 2) £137,100 towards a traffic signal junction improvement scheme at the B5061 Roman Road/Holyhead Road Junction. Monies to be payable prior to the commencement of development. The contribution is sought to form part of an overall strategy to fund an improvement scheme for this junction costed at £457,000. The figure of £137,100 is a calculated proportioned amount representative of the traffic impact this site has as part of the overall currently accounted for future development and background traffic growth to year 2023 in the area through this junction.
- 3) £99,920 towards a roundabout junction improvement scheme at A442/A5223/B5063 Shawbirch Roundabout. Monies to be payable prior to the commencement of development. The contribution is sought to form part of an overall strategy to fund an improvement scheme for this junction costed at £1,500,000. The figure of £99,920 is a calculated proportioned amount representative of the traffic impact this site has as part of the overall currently accounted for future development and background traffic growth to year 2035 in the area through this junction.
- 4) £25,000 towards Public Rights of Way Improvements in the vicinity of the site. Monies to be payable prior to the residential occupation of the site.
- 5) £5,000 towards Travel Plan monitoring and support

4.40. **Education: Support subject to conditions:**

The problem of finding school places for any children in a new village at Allscott would be exacerbated by its relative isolation. If no school was to be provided there, then any children would have to be transported some distance to schools in Wellington. An additional difficulty is that the only two schools in Wellington, within 2 miles of the Allscott site are already projected to have a shortfall in capacity in the future even without additional numbers from any new housing. Normally the proposal would generate a requirement of £1,154,873 when assessed through modelling.

4.41. However In order to accommodate the number of primary aged pupils likely to be produced by a development of 500/550 houses a 5 class school would need to be built. This would be on the village school model with an entry of 20 in Key Stage one year groups and 24 in key stage two year groups and would give 3x 20 in key stage 1 = 2 classes of 30, and 4 x 24 in key stage 2 = 3 classes of 32. A total of 156 pupil's altogether; Education subsequently request the

provision of £4,200,000 in addition to land transfer to accommodate this. The land should form circa 1ha, and will include a playing field for a school of this size. A building footprint would form circa 1042m².

4.42. With regard to secondary contributions the proposal would generate a contribution requirement of £690,225 towards extending the Charlton School; in addition the local authority will be required to transport all secondary school pupils to their secondary school as the majority of them will live more than three miles away from the nearest secondary school. At current costs a 55 seater bus is £41,800 p/a and a 20 seater bus is £28,500 p/a and consequently Education would also request a sum of £350,000 towards the cost of transporting the secondary pupils to their school for the first 5 years.

4.43. Sustainability: Comment:

The Sustainability Statement states 'the detailed design of the proposed scheme can be assessed against a range of sustainability standards, including the nationally recognised CSH and BREEAM. It is expected that the combination of measures proposed in this Sustainability Statement would ensure that the proposed scheme achieves at least Level 4 of the CSH and BREEAM 'Very Good' for non-residential elements (or future equivalents, recognising current uncertainties regarding the future of the CSH).

4.44. Due to the uncertainty surrounding CSH it is recommended that the scheme is designed and built to BREEAM Communities 2012 'Excellent'. The accreditation covers both the residential and non-residential elements of the scheme.

4.45. The development should be completed using BREEAM Communities 2012:

- BREEAM assessments for the scheme should be undertaken at the design stage and also at post-construction review.
- The development should be required to meet BREEAM Communities 2012 'Excellent'. Please note that BREEAM is updated regularly. The developer should refer to the latest version or the prevailing sustainable standards - whichever is the higher at the time of submission of reserved matters.
- Developers and designers should involve a BREEAM assessor as early as possible in the design process, to ensure the rating is achieved in a cost effective manner.

4.46. Drainage: Support subject to conditions

Surface water: The proposed method of draining the site set out in the FRA is acceptable in principle, and the use of swales and open attenuation features is welcomed. However, a detailed drainage design will be required once the final design for the site is available. At this point rates of runoff should be re-assessed to establish the final rate of discharge which should be 30% less than existing, and a microdrainage model should be submitted for approval.

4.47. Watercourses: Whilst the FRA has identified that watercourse C will be de-culverted as soon as levels allow, the information relating to watercourse D is not clear. This feature should also be de-culverted as soon as levels allow.

Details on the route of these watercourses through the site, the location and condition of downstream outfalls, along with an assessment of any receiving infrastructure (culverts/channels) should be provided.

4.48. Parks and Open Spaces: Comment:

This is a significant residential application which would ordinarily require Play provision to meet the Fields In Trust standard to meet the needs arising from the development. The proposed provision currently does not meet this standard. However, there is a considerable amount of Public Open Space being provided and an investment into sports provision which must be taken into consideration. The proposed play provision is highlighted as a play area and Multi Use Games Area. This is just not acceptable to meet the needs for this development and should ideally be placed more central to the development. However, given the locations of the Public Open Space across the development this may provide informal activity for younger children in these areas. Therefore, in order to meet the needs arising from the development the play provision needs to be a full Neighbourhood Equipped Area for Play (NEAP). This may have been included in the illustrative master plan but the wheeled sport element is not specifically mentioned.

4.49. There appears to be no phasing plan which mentions / highlights when the play area (NEAP) is to be provided; and it is requested that this be included in the recommendations and it is suggested that it is completed as early in the development as is possible and certainly before the occupation of the 200th dwelling. Officers concur with Sport England's comments in relation to ensuring the proposed facilities are operational before the loss of the existing facilities. Request condition to require developers not to sell any overlooking properties to the proposed play provision until the play provision has been built. This is to ensure prospective purchasers are fully aware of the play provision in proximity to these properties at the time of purchase. This would apply to very few properties as identified on the illustrative masterplan.

4.50. There are significant amounts of proposed (High Quality) public open space within this application. The applicant needs to provide a detailed management plan (including the long term financial arrangements) for the long term maintenance of the open space proposed on site. The long term management plan needs to be conditioned as part of any approval. This has not been included with this application apart from a short paragraph which was not specific in the Heads of Terms which stated the council may be requested to manage some open space and suds. Clarification needs to be provided as to how all this POS is to be managed. This issue may have a knock on effect upon the proposed rapid delivery time for the S106 and therefore the planning performance agreement, as clarity on what is to be included in adopted areas and where can affect the wording in the document. P & OS are happy to work with the applicant to identify ways of reducing maintenance costs which can be as simple as for example changing the surfacing to reduce numbers of shrubs/ trees/ and higher cost items proposed.

4.51. In regards to the Heads Of Terms, query whether the sports facilities transfer to the sports club should also be included in this. If not then there should be a condition relating to the transfer of this land to the sports club.

4.52. There is a proposed school site without it appears much Playing Field. Is this big enough for the school and their associated playing fields or are they anticipating using the recreation space of the sports and social club? Confirmation is required and whether the sports club are aware of this and who is maintaining these pitches? Please note that often schools pitches are frequently used to their capacity or beyond making them beyond the sustainable use for community unless very well constructed and well maintained. Also, if proposed for use by the school they are a considerable distance from the school. Concur with Sport England's comments in relation to ensuring the proposed facilities are of a quality suitable to sustain the expected use.

4.53. In regards to the sports pitches it is noted the existing sports club support the application, however, P & OS would like to clarify in more detail exactly what is to be done and by who so this can be highlighted, considered, and approved as part of this application. It will be anticipated that this includes the building of the replacement pavilion / access / car parks and bowling greens and creation of new cricket and football pitch. However, the application does not highlight whether the existing facilities are to be improved, what quality these facilities are to be or whether they are to do / pay for this work themselves or will be obligating the sports club (or working in partnership) to do this within the lease agreement. Partnership working is not necessarily a problem but needs to be made clear as it will be a natural assumption that this would all be provided by the developer. Therefore, condition 1 of Sport England needs to include this information to clarify.

4.54. Appreciate the following comments may relate to more detail. However, request them to both assist the developer to identify viability and also to assist in assessing cost / impact upon maintenance. Require confirmation of what the sculpture is, and if the allotments are to be fenced and have a water supply?

4.55. Sport and Leisure: Support subject to conditions:

Leisure Services would support the application and endorse the comments and conditions from both Parks and Open Spaces and Sport England. In addition, please advise who will own the new pitches and maintain them. Should this application be approved, Leisure Services would also like to impose the following planning condition: requesting a community use agreement prepared in consultation with the Local Authority Leisure Services and Sport England which shall apply to the new pitches and sports facilities and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with partners considers necessary in order to secure the effective community use of the facilities.

4.56. Ecology: Support subject to conditions:

Originally objected in the absence of information relating to the impacts upon badgers and timing of the provision of ecological mitigation in the eco park area. Following a request for additional information and discussions around the two recommendations made in the ecology aspects of the ES, this was removed, and is now supported subject to conditions.

4.57. None of the habitats on the site are priority habitats and the hedgerows on the site are not 'important' under The Hedgerow Regulations. The Allscott Settling Pools SSSI is due north of the proposed development site but is hydrologically separate from the proposed development and is in third party private ownership. There will be no physical loss or damage to Allscott Settling Pools SSSI. An Ecological Area is shown in the north of area 1 which is intended to provide ground nesting bird habitat and also to buffer the SSSI from any impacts from the development.

4.58. No Great Crested Newts were recorded during the presence/absence surveys carried out, nor were any reptiles were recorded by TEP in 2012.

4.59. A single badger sett was recorded on the site which could potentially be damaged or destroyed by the proposed works. The badger report by TEP sets out a number of options depending on whether the sett is intended to be protected or destroyed under licence with an artificial sett provided on the site and recommend this is conditioned.

4.60. 61 bird species were recorded on the site including 2 Schedule 1 species (Barn Owl and Little Ringed Plover), 1 species of conservation priority (Lapwing) and one bird of conservation concern (Oystercatcher) by TEP in 2012. There will be 0.5ha of suitable habitat created in the eco park (Area 1) for these species and other ground nesting species. The area will comprise bare ground and gravels and will be managed in the long term to maintain the suitability of the habitat. The new provision will be in place to ensure that there is no breeding season where the birds do not have suitable habitat on the site.

4.61. There are no trees with significant bat roosting potential on the site. Some trees with low potential and 4 mature trees offsite with moderate potential which will not be impacted.

4.62. No suitable habitat for water vole or otter was recorded on the site.

4.63. Concern is raised with regard to the timescale for the creation of the eco park area with its breeding bird habitats as being 'in advance of phase 3 works on the recreational facilities in area 1 and prior to the occupation of properties in areas 2 and 3.' The timescale is not appropriate. The Little Ringed Plover habitat in the eco park will need to be in place prior to the destruction of the existing nesting sites in area 2. Although TEP state that this work could be done following the demolition of the existing and prior to the next breeding season they are not satisfied with that approach and the construction of these habitats should be done in advance of the destruction of the existing. Further discussions with the developer confirms that the proposed Little Ringed Plover

Habitat will be created in advance of the destruction of the pad currently used for nesting and requests that this be covered by a condition.

- 4.64. The Landscape and Biodiversity Management Plan sets out the management proposals for the landscaping proposals, the eco park and the long term (25 year) management of these areas. It is considered this is an excellent initial draft setting out how the tree planting would be carried out, how existing trees would be retained, how proposed new hedgerows would be planted and managed, how woodland edge habitats would be established, managed and monitored, how meadows and amenity grassland areas would be managed, how the ecological enhancement zone (eco park) would be established, monitored and managed and how the Little Ringed Plover habitat would be established and maintained. Recommend that the first submission of reserved matters should include an updated version of the Landscape and Biodiversity Management Plan based on this 2013 version but incorporating any additional details about landscaping and habitat creation which emerge as part of the more detailed design of the development. Documents suggest a management company will have responsibility for the land, however this could be adopted subject to a suitable commuted sum.
- 4.65. Subsequently conditions are recommended with regard to Ecological Method Statement, lighting plan, 29 woodcrete bat boxes, 30 woodcrete artificial nests, Pollution Prevention and Construction Management Plan, updated version of the Landscape and Biodiversity Management Plan, updated information relating to timescales for provision of ecological mitigation within the Ecology Park, updated badger survey.
- 4.66. **Arboriculture: Comment:**
No objections to the proposal however it must be noted that the tree survey and constraints report submitted with this application has been carried out with regard to BS: 5837 (2005) which was withdrawn from use on the 30th of April 2012; all future submitted arboricultural information will be required to be carried with regard to the current British Standard: 5837 (2012).
- 4.67. Section 5.19 of the tree survey recommends a minimum building standoff 8 metres from the canopy edge of the existing woodlands on the southern and eastern boundaries, a recommendation which is fully endorsed by this department. The standoff will go some way to abate the issues raised in Section 5.18 of the report, which describes the conflicts between people and maturing trees.
- 4.68. If consent is afforded to the proposal the following conditions are recommended: Landscaping Design, plans to include proposed & existing functional services above and below ground; planting plans to include species, sizes, numbers and planting pit details; Tree retention, a number of trees have been highlighted for retention by the tree survey including T10, T23 G5 and G6. T23 is a 12 metre tall Oak tree which has been categorised as A with regard to the survey. Given that this is the only **A** tree on site, the proposed scheme should be designed around it making it a feature of the area. G32 has been classified as Category B with regard to the BS: 5837 survey this group of trees

offers some of the greatest amenity value on the site. They highly visible from the B4394 however, it is not clear if they are to be retained within the scheme. Once the design has been finalised an Arboricultural Implication Assessment will be required to include a tree protection and removal plan, possible future sunlight and shading issues with retained trees and newly built houses, level changes adjacent to retained trees and the proposed location for storage of materials within the site.

4.69. Environmental Health - Contaminated Land: Support subject to conditions

Having examined the EIA chapter and the associated SI reports from Wardell Armstrong, agree with their conclusions, which requires some further work. This includes further investigatory work on some areas of the site, and delineating some asbestos hotspots amongst others (all the further work is detailed in the EIA chapter).

The consultants also use the former SGV for Lead which this Council does not accept; requests the values to be reassessed in light of the recently published C4SLs for Lead available on the DEFRA website. Subsequently raises no object subject to a land contamination condition.

4.70. Environmental Health – Pollution Control: Support subject to conditions

The main pollutant concern for the site is noise; Air quality issues associated with the development are considered acceptable though the modelling carried out will need to be validated. In that regard it is requested that a sum of £500/year for 10years is obtained to facilitate monitoring of NOx within the area and incorporation of that data into the Council's Air Quality reporting framework.

4.71. The general observations for noise as follows:

The Hyder Consulting report identifies the principle noise sources to be road traffic (both from the distant motorway and adjacent Shawbirch Road B4394, as well as noise from the main rail line to the south of the site. The Hyder report considers that the majority of the site falls into a category where nominal control measures to prevent disturbance from the noise sources are required, namely;

- appropriate location of proposed dwellings – a 12-15m standoff zone recommended, as well as location of non noise sensitive land uses nearer to the noise sources
- orientation of buildings to prevent noise sensitive rooms facing noise sources
- suitable acoustic glazing provision
- suitable barriers and boundary treatments

4.72. Specifically the report also recommends a more details analysis of road traffic noise to include that generated by the site. This would need to be addressed as part of any detailed or reserved matters applications. The Report considers that, 'good' standards acoustically should be achieved for the development. The Report also notes that any potential noise sources on the site (fans/pumps or others depending on what was required) would need to be dealt with the reserved matters applications.

4.73. In summary the Hyder Consulting Report notes that the development could be made an acceptable land use providing some or all of the above measures are put in place. On that basis does not object subject to conditions requiring noise mitigation scheme including:

- a) Location and orientation of noise sensitive receptors
- b) Location, orientation, specification and details of any noise barriers
- c) Noise insulation and noise protection schemes to noise sensitive receptors (specifications and other details as appropriate)
- d) Identification and mitigation of noise sources introduced into the development specification and mitigation as appropriate).
- e) And a noise assessment (and where necessary) mitigation relating to any commercial or industrial development, or fixed plant or machinery, within the site.

4.74. Built Heritage: Comment

No objections in principle to the development, the site lies some way to the NW of Wrockwardine, which is a designated Conservation Area. Views out of Wrockwardine to the North are very good, giving broad vistas to the lower lying land and emphasizing the raised position of the site and contribute positively to the setting of the Conservation Area; of the opinion that the distance between Wrockwardine and the proposed settlement is sufficient not to directly and detrimentally affect the setting, being located the other side of the Wellington Shrewsbury rail line. However, the density here is quite large and quite at odds with the scattered settlements typical of the area; note that areas of amenity have been provided but these appear to be on the fringes of the development which results in a concentration of housing in an almost urban form/density, and suggest this is broken up more. The concern here is for setting any precedent for any future development proposal of similar density in the area that would see further encroachment on the setting of Wrockwardine Conservation Area. Similarly request that the height of the houses in the development is kept relatively modest, a general avoidance of 2 1/2 and 3 storey development, to blend in with more of the local flavour. The site does not directly affect any listed buildings though there are a scatter of such in the local area, including Walcot Bridge which is quite sensitive, and can see no reason why there should be any increase in traffic over this route as it does not lead to any urban centres directly, but this should be borne in mind, it has only recently been repaired from a previous vehicular strike.

4.75. Archaeology: Comment

The proposed development site lies within an area that is relatively rich in archaeological remains of the prehistoric to Roman periods. Cropmarks (Shropshire Historic Environment Record [HER] No. 02242) representing the remains of a circular single-ditched enclosure (possibly a settlement of Bronze Age to Iron Age date) and ring ditches (the remains of Bronze Age burial sites) lie just to the west of the proposed development site. A flint implement (HER 01373) of prehistoric date was found in 1914 125m to the south of the eastern part of the development site, and a cropmark enclosure (HER 04939) possibly a farmstead settlement of late Iron Age to Roman date also lies 70m to the south of the eastern part of the development site. There is therefore a possibility that those parts of the proposed development site that lie outside the

footprint of the former industrial works have a medium to high potential for archaeological remains of the prehistoric to Roman periods. In view of this and in relation to Paragraphs 128 to 135 of the NPPF, it is recommended that an archaeological evaluation of the application site be undertaken prior to the planning application being determined. The aim of this evaluation would be to locate and assess the extent, survival and significance of any archaeological remains within the proposed development site. This in turn would enable an informed planning decision to be made regarding the archaeological implications of the proposed development and any appropriate archaeological action or mitigation. There should be no determination of the application until the archaeological evaluation has been satisfactorily completed and reported on; this was subsequently undertaken and in light of this requests a condition for a programme of archaeological work

4.76. English Heritage: No comment

4.77. Natural England: Comment

This application is adjacent to the Allscott Settling Ponds Site of Special Scientific Interest (SSSI). This SSSI previously formed part of the sugar beet factory ownership and was fed by water used as a by-product of the factory process; the ponds are now within a new ownership.

4.78. Water: Since the closure of the sugar beet factory, the primary source of water entering the settling ponds has ceased creating the potential for a decline in the condition of the SSSI. While Natural England does not believe that the proposal as it stands will cause damage to the SSSI through changes to hydrology in the area, the applicant may have the ability through reconsidering their drainage options to perhaps allow storm / surface water runoff from the proposed development to enter the SSSI. This would require discussion with the new land owners and Natural England. If this is not possible, consideration of locating the surface water attenuation ponds closer to the SSSI boundary should be given. This would allow for greater habitat linkages between the open water features provided by the development and the SSSI open water features.

4.79. Disturbance: While Natural England has no objection to the principle of this development, concern is raised over the indicative layout submitted with regard to the provision of sports facilities both existing and new close to the boundary of the SSSI. This has the potential to lead to disturbance of birds utilizing the SSSI. Therefore would wish to see a softer edge abutting the SSSI boundary if possible which could be achieved by planting a belt of native trees and shrubs adjoin the SSSI boundary for example. Welcome the proposed ecology area forming part of the boundary with the SSSI, if this could be expanded or augmented with other soft uses such surface water attenuation ponds as stated above there may be significant benefits to the SSSI, and would welcome the opportunity to work with the applicant as their detailed proposals emerge to discuss and help shape the proposals and achieve as many benefits as possible for the SSSI.

4.80. Expect the Local Planning Authority (LPA) to assess and consider the other possible impacts resulting from this proposal on the following when determining this application:

- local sites (biodiversity and geodiversity)
- local landscape character
- local or national biodiversity priority habitats and species.

4.81. Designated Landscape: Having reviewed the application Natural England does not wish to comment on this development proposal with regard to designated landscapes. The development however, relates to the Shropshire Hills Area of Outstanding Natural Beauty and is likely to change the landscape character in the vicinity of the proposal site. Therefore advise to seek the advice of the AONB Partnership.

4.82. Have not assessed this application and associated documents for impacts on protected species, and request the use of standing advice.

4.83. Green Infrastructure: The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision. Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement; and would therefore encourage the incorporation of GI into this development.

4.84. Biodiversity Enhancements: This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as native tree and shrub planting, the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant.

4.85. **Environment Agency: Comment**

Ground Conditions and Contamination:

Published geological maps indicate the site is underlain by the Bridgnorth Sandstone Formation, which is classed as a Principal Aquifer. These are geological strata that exhibit high intergranular and/or fracture permeability. They usually provide a high level of water storage. They may support water supply and/or river base flow on a strategic scale. The Bridgnorth Sandstone is overlain at this location by Glaciofluvial sands and gravels, classed as a Secondary A aquifer and Till deposits, classed as unproductive. Secondary A aquifers are permeable strata capable of supporting water supplies at a local rather than strategic scale and in some cases forming an important source of base flow to rivers. There are a number of boreholes within 1km of the site, both licensed and private. The nearest is the onsite licensed groundwater abstraction. There are BGS records for a number of onsite boreholes, details would need to be obtained from the BGS. The majority of the site is located within source protection zones for the onsite licensed abstraction. A large portion of the site is within SPZ 2 with SPZ 1 also located within the site boundary.

4.86. Licensed Abstraction: It is unclear as to who is the present occupier of the land previously known as Allscott Sugar Factory. The licence is presently in the name of British Sugar PLC. If the ownership has changed, and to confirm whether any new landowner is eligible to succeed to the abstraction licence, we would therefore need details of when they took over land ownership. There is a 15 month window in which an incoming occupier is eligible to apply to succeed to an abstraction licence. Application after this time would be considered a failed succession and the licence would be lapsed. Any new abstraction would require a new application to be made. A Section 32(3) consent may be required. However, please note that the Longdon Unit is closed to further abstraction, as the existing levels of licensed abstraction currently exceed the long term rate of recharge, therefore a new licence would most likely be refused. Therefore request a condition relating to land contamination; the location of Soakaways shall only be used in areas on site where they would not present a risk to groundwater. With regards to the use of infiltration techniques, we would require reassurance that the risk of mobilising contamination by infiltration techniques had been adequately assessed. Sealed systems would need to be utilised in such circumstances, subsequently requests a condition relating to this and any piling. Condition also required for any redundant fuel tanks and lines to be decommissioned in line with current best practice and any contamination encountered removed or remediated to acceptable levels; and any facilities, above ground for the storage of oils, fuels or chemicals shall be sited on an impervious base and surrounded by impervious walls; and drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipe work should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge into the bund.

4.87. All piping that is within or passes through Source Protection Zone 1 of the onsite supply borehole must be of a sealed, imperforated, impermeable and twin walled design. There needs to be a regular maintenance schedule for the testing of the integrity of the system to ensure that no leakage occurs. The surface of the loading and unloading service area of the store should be an impermeable pavement with drainage to a single point that can be closed in the event of a spill such that any spillage can be contained within the area and to help facilitate later remedial measures. However the above condition is very much dependent on whether the onsite supply is to be retained and what it is then used for. A licence variation will need to be applied for with detail of use and ownership. If it is no longer to be used the SPZ protection this borehole may no longer stand. Therefore request a condition relating to pollution control measures to ensure the aquatic environment is assured. Also recommend that developers should: 1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination. 2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that we required in order to assess risks to controlled waters from the site. A number of informatives are requested for the developer to consider and contact the EA.

4.88. Flood Risk: The proposed development is located in Flood Zone 1 (low probability) based on our indicative Flood Zone Maps. Whilst development may be appropriate in Flood Zone 1 a Flood Risk Assessment (FRA) is required for development proposals on sites comprising one hectare or above where there is the potential to increase flood risk elsewhere through the addition of hard surfaces and the effect of the new development on surface water run-off.

4.89. The applicant has carried out a FRA to assess all forms of flood risk including existing smaller watercourse channels across the site and the potential for this development to accentuate flood risk elsewhere due to the potential scale of surface water run-off which may occur from the development. Although the confluence of the Rivers Tern and Roden is only a short distance from the site the proposed development area is outside of the floodplain associated with these two rivers. Key points for developments in Flood Zone 1 are:

- Surface water runoff should not increase flood risk to the development or third parties. This should be done by using Sustainable Drainage Systems (SuDS) to attenuate to at least Greenfield runoff or where possible achieving betterment in the surface water runoff regime.
- An allowance for climate change needs to be incorporated, which means adding an extra amount to peak rainfall (20% for commercial development, 30% for residential).
- The residual risk of flooding needs to be addressed should any drainage features fail or if they are subjected to an extreme flood event. Overland flow routes should not put people and property at unacceptable risk. This could include measures to manage residual risk such as raising ground or floor levels where appropriate.
- An assessment of flood risk associated with ordinary watercourses may also be necessary as our Flood Zone Maps primarily show flooding from main rivers, not ordinary watercourses with a catchment of less than 3km².

4.90. Note that the FRA has assessed the current discharge rates based on significant impermeable areas and proposes a 30% reduction in discharge rates from the site utilising SUDs. We have no objection in principle to the attenuation proposed and the suggested SUDs, however, when considering the point of discharge further assessment is required of the receiving watercourse to ensure it has adequate capacity or is re-sized to ensure it is able to convey the flows to the River Tern and have sufficient capacity to convey normal channel flows. In the FRA the applicant has not demonstrated that all flows previously took this route to reach the River Tern, so it is essential that downstream land and property are protected from any potential surface water flooding from the site, and therefore request the LA approve any design. The design of the SUDs ties in with the diversion of the watercourse because of the proposal to drain to the same watercourse.

4.91. Flood Defence Consent: The proposed diversion of the watercourse through the site would require consent under section 23 of the Land Drainage Act and the Floods and Water Management Act 2010. In the case of an Ordinary Watercourse the responsibility for Consenting lies with the Lead Local Flood Authority (LLFA). In an internal drainage district, the consent of the Internal

Drainage Board, instead of the LLFA, is required for the above works under Section 23 of the Land Drainage Act 1991. An Ordinary Watercourse is defined as any watercourse not identified as a Main River on maps held by the Environment Agency and DEFRA.

- 4.92. **Ecology:** The site borders the River Tern and Allscott balancing lakes. Both are classified as Sites of Special Scientific Interest (SSSI) which are designated for their national and international importance for birds. A requirement of the Countryside and Rights of Way Act is that Natural England (NE) should be consulted on the impacts of any development on SSSI designated sites. The development will be on the grass and scrubland surrounding the SSSI sites. These areas are used by birds for feeding and thus support the feature of the SSSI. The area has a low level of disturbance from human noise and intrusion and the area currently has a clear sky line which is favoured by birds. To support riverine wildlife such as otters (formal otter record at this location from 2000, and recent sightings in the catchment) there should be an open river corridor remain undeveloped in order that the riverine corridor be maintained.
- 4.93. **Foul Drainage:** Have no objection to the connection of foul water to the mains foul sewer, as proposed. The LPA must ensure that the existing public mains sewerage system has adequate capacity to accommodate this proposal, in consultation with the relevant Sewerage Utility Company.
- 4.94. **Pollution Prevention:** Developers should incorporate pollution prevention measures to protect ground and surface water. The EA have produced a range of guidance notes giving advice on statutory responsibilities and good environmental practice which include Pollution Prevention Guidance Notes (PPG's) targeted at specific activities.
- 4.95. **Highways Agency: No objection**
Following the review of the Transport Assessment the M54 Junction 7 will continue to operate with spare capacity in 2023 with the introduction of the proposed development. Furthermore the assessment has not considered the traffic potential of the existing site and therefore provides a very robust analysis. It is considered that the impact will be further reduced if this was considered. Therefore the proposal is unlikely to have a detrimental impact on the operation of the Strategic Road Network.
- 4.96. **Network Rail: Object subject to conditions**
Network rail has a footpath level crossing at Allscott. The Masterplan is in error showing a crossing to the west of the development which has been closed. The proposed Primary school and play area are proposed directly adjacent to the existing level crossing. As such Network Rail has undertaken an assessment of the crossing and factored an increase in usage, increased crossing time (based on more children crossing) and a change in the general environment with a school nearby and the potential of ambient noise.
- 4.97. At present the risk of injury is low with few users and if the crossing users increased it would increase the risk of injury. Using the specific modelling, the level crossing the All Level Crossing Risk Model (ALCRM) output provides a

individual and collective risk from A-M and 1-13. Based on this the All Level Crossing Risk model score changes from C10 to C6.

4.98. Network Rail have compared the crossing to two existing Crossings (Hednesford and Stonreyfields) which have housing one side and fields on the other, where they see 6-9 users crossing over a 2 hour period, and consider this is reflective and accurate for this type of development size in the rural area. Subsequently they object due to:

- 1) The proposed increase in use.
The proposal encourages a more active lifestyle, and will attract more users to the area, the development could encourage increased usage of the crossing from both the new dwellings and the local wildlife site with the new woodland tail and place areas, encouraging increased use from the existing dwellings in the area.
- 2) Change in user type.
A development of this size with a school adjacent will lead to more children and cyclists using the crossing. The demographic of the users would change and increase as a result of the 470 units, potential future users could cross the railway and be distracted by earphones / smart phones / dogs / pushchairs etc
- 3) Ambient Noise.
The development will create ambient noise which will make it more difficult for crossing users to hear approaching trains.

4.99. Originally Network Rail stated the objection would be withdrawn if either option was proposed:

- 1) The level crossing is closed which would reduce the risk by 100%
The council supported the closure and the public footpath over the railway is diverted via the existing underbridge approximately 200m to the west.
- 2) A replacement footbridge is installed.
The council supported the principle, that network design and construct and that the developer funds via a S106 to the value of £400,000

4.100. Furthermore Network Rail also raises concerns with regard to fencing, drainage, earthworks, landscaping, and requests suitable conditions to ensure network rail are included in any discharge of conditions. The council are also reminded of the potential noise and vibration from the railway which may be subject to change without notification; encroachment into the network rails land must be removed from the scheme (section adjacent to public house); scaffolding within 10m of network rail boundary must meet networks rails criteria; and request a condition for a risk assessment and method statement; a 2m gap must also be maintained between the buildings and structures on site and the boundary fencing to allow maintenance.

4.101. However further reports have been produced and assessed by Network Rail; in response to the Curtins report dated the 21st May 2014. Network Rail is prepared to remove the objection subject to the developer agreeing to an S106 contribution of £10,000 for improved signage at Allscott Level Crossing. The Curtins report states that a £25,000 S106 contribution to improve the

underpass will, “*significantly improve this route and further increase the attractiveness of this option in comparison to the level crossing.*” Whilst the improvements to the route to the underpass are welcome, the level crossing will still remain an ‘option’. Therefore they would seek improved signage for any potential future users of Allscott level crossing. Despite the Curtins report, in Network Rail’s opinion they still have concerns over the potential for increased usage at the level crossing. Whilst it is recognised that the developer does not support diversion or closure of the level crossing (and whilst they have not received any written confirmation of Telford planning departments view on closure and diversion of the level crossing) at this stage should the level crossing remain open then it is still an ‘option’ to cross the railway. Therefore, improved signage would be needed to mitigate the effects of any increase in usage from any future residents of the former British Sugar site.

4.102. Shropshire Council (Planning): No comment

4.103. Shropshire Council (Highways): Comment

It is considered that the transport assessment provided does not accurately assess the impacts to the Shropshire Council network, as there are notable issues with the trip distribution methodology for journeys being made to the west of the site. However it is accepted that given the previous use of the site and the number of trips associated with that use, there should be sufficient capacity on this network to safely deal with the new trips from this development; the main point of concern is at Norton Crossroads which was previously a trunk road junction and carries much lower numbers of vehicles than it once did. Therefore as the neighbouring highway authority, Shropshire Council are unable to support this application on the grounds that the potential traffic impacts to the Shropshire Council local road network as a result of the development have not been adequately assessed by the transport assessment provided by the developer.

4.104. Telford & Wrekin Local Access Forum: Comment

Whilst the planning application does not indicate any major issues, two public rights of way pass through the site. Satisfied that the developers have noted this, and seek assurance from the developers that the bridleway is not in any way affected by the development (access, gates, change of surface, narrowing, etc.). Keen to see the developer embrace a multiuser and sustainable transport policy and with this in mind the footpath should, where it passes through the site, be legally upgraded to bridleway status so that it can be used by cyclists as a safe no motorised route. No restrictive furniture should be placed on this route to allow permeability for the less mobile and those that use mobility scooters etc. However, disappointed that on such a large site the developer has not chosen or offered to add to the public rights of way network and provide this access within the green spaces of in the development, and therefore seek a condition of approval of the planning application to ensure that any ‘informal’ routes that are not on the definitive map cannot be taken away/built over with little chance for objection.

4.105. Severn Trent Water: No Objection

No objection subject to condition relating to foul and surface water drainage.

4.106. **Sport England: Support Subject to conditions**

With regard to formal sports provision, the outline application proposes to consolidate facilities to the north of B4394. An increase in quantitative area of playing field (1 full size football pitch and 1 cricket pitch) is also proposed together with an additional bowling green and new sports pavilion. It is understood from the application details that the applicants have been in dialogue with the existing sports and social club and that these discussions have formed the basis of the outdoor sporting elements of the scheme.

4.107. The provision of an expanded range of provision could help meet existing local sporting needs and those generated by the housing development. In addition, the proposals affecting the existing playing field are considered to be ancillary to the use of the site for Sport and therefore in accordance with our playing fields policy. On this basis, Sport England supports the application in principle.

4.108. However, the realisation of an expanded and improved local sporting hub will depend on the following issues being appropriately developed, submitted and agreed as part of reserved matters applications, taking account of the following:

- 1) Pitch layout and location of proposed pavilion.
A single pavilion is proposed to serve all of the sports at the site. This will represent a move away from separate provision that currently exists for the football, cricket and bowls clubs. Although a combined pavilion will have benefits, it will inevitably be more remote from some pitches and greens than others. There are often league requirements relating to the proximity of changing provision to pitches and for football, the need for crowd barriers and dugouts that need to be considered when agreeing the layout of pitches and location of the pavilion. As currently proposed by the illustrative master plan for example, neither of the adult football pitches could have both crowd barriers (one due to cricket outfield) and proximity to changing rooms required by some levels of football play. We would strongly encourage that layout of the outdoor sporting provision is accompanied by a statement which demonstrates that these issues have been considered and that the resultant scheme is appropriate to meet the needs of the different sports users.
- 2) Pavilion Design
Linked to the above issue, the pavilion design and changing element of the building must meet the operational needs of the site. The indicative plan of the pavilion within the Design and Access Statement are noted. However, without an accompanying program of use for the site, it is difficult to comment on the indicative plan. We would strongly encourage that the envisaged program of use, developed with the current user groups, should be submitted with as part of reserved matters application.
- 3) Quality of proposed new playing field & bowling greens
It is important that the ground conditions and pitch specification to prepare the site as a playing field are given careful consideration. The preparation of a new sports pitch will benefit from specialist consideration, without this there is a risk the playing pitch will not meet

needs because it will suffer from problems such as waterlogging and uneven surfaces. The same principles apply for the proposed bowling greens. And therefore recommends a ground conditions assessment is undertaken.

- 4) Phasing of development affecting sporting provision
It is important that there is a continuity of use for existing users. In particular, no development works affecting the use of the current bowling greens should take place before the new facilities are in operation, and therefore recommends a condition restricting this.

4.109. Shropshire Hills AONB Partnership: No comment

4.110. Shropshire Fire Service: Comment

As part of the planning process, consideration should be given to the information contained within Shropshire Fire and Rescue Service's "Fire Safety Guidance for Commercial and Domestic Planning Applications" which can be found using the following link: <http://www.shropshirefire.gov.uk/planning-applications> Specific consideration should be given to the following: Access for Emergency Fire Service Vehicles Water Supplies for Firefighting and Sprinkler Systems.

4.111. West Mercia Constabulary: No objection

4.112. Neighbour consultation responses

To date 83 letters of objection have been received, in addition to a further 53 of support and 14 making comments. A number of petition letters have also been received providing an additional 114 signatures objecting to the development. (NB these numbers include duplicates) These raise the following comments:

4.113. Principle:

- proposed development is an incongruously isolated piece of suburbia surely running counter to planning policies dating at least from the designation of Telford New Town - from the amenities and infrastructure of which it is separated by substandard road links
- object to the 'garden city' formality of the Cross Green area opposite the Plough Inn. Question why this land cannot be left un cultivated
- question why the primary school is located at the extremity of the site and its proximity to the railway.
- There are plenty of houses and land to build on within the urban area of Telford; development should be focused there.
- Appreciate the need for development however this is too large for this area
- The site does not have to be redeveloped; Nature is already starting to reclaim it. The pit mounds of south Telford are to become local nature reserves
- Issues surrounding a new sugar beet factory to be built on a greenfield rural site, knocked down a few years later, and then a housing development application made for the site
- Larger than surrounding villages , and larger than the needs for the rural area

- Cumulative impact of the development with Haygate Road and Holyhead Road schemes resulting in just under 1000 houses in the rural area; generate 2000 domestic car movements, combined with school transport and delivery/service vehicles.
- Amount of new homes bonus to be received – yet the local community are unaware where this will be spent and not involved in consultation for its use.
- Covers more than the relatively small brownfield site, and includes greenfield
- It will contribute to short-term jobs provision therefore, on completion, will leave almost 400 people without jobs
- The application has been constructed and managed to satisfy the greed of British Sugar rather than the need of the Borough of Telford and Wrekin
- Much better use could be made of the site than just houses and local services to them. The Allscott Sports and Social Club could look harder to stand on its own feet and is likely to enlist more support from local residents by actively inviting them, rather than allowing them, to regularly attend
- this should be kept as an industrial site with small units
- Loss of Green Belt; therefore contrary to policy, and as such set a precedent.
- All housing development should be within the boundary of Telford.
- Public consultation gave false views and when raised pertinent questions no answers were made, in addition to canvassing by applicant.
- The school, shop, and surgery concept are just that - concepts to make the development look more attractive, and to pretend to address some of the transport generated; The move within the borough is to larger integrated schools which deliver economies of scale, cross-cover for staff absence, and more efficient use of resources - many small rural schools have closed in the last 20 years – Question if the education department been consulted? - a development of this size might contain enough primary pupils for a decade when first built, but will be importing children thereafter, and as a GP the objector considered that the move in healthcare is similarly to fewer larger health centres - and there are no resources for health development s in Lawley or Muxton, therefore this is unrealistic; and shops require road frontage to be viable.
- The site was previously used for agricultural processing - and that would remain its most appropriate use - perhaps with an associated biodigester taking some of the solids from the SevernTrent site in Rushmoor Lane, as well as agricultural waste or products for processing
- This is short-sighted and politically motivated; incentivised by the new homes bonus.
- Question the sustainability of the development based on the NPPF
- Against core strategy policies.
- the first step in the urbanisation of the land between Shrewsbury and Wellington and will be followed by further encroachments along the

M54/A5 and B4394 as other Agri-industry sites and farmers sell up to housing as planning controls are relaxed

- isolated location
- no immediate work opportunities in the vicinity
- The proposed short-term bus service may not be sustainable if it does not address the work and social needs of residents
- Use of site should be left for hospital serving Shrewsbury and Telford; consider 'future fit'
- Land should be returned to agriculture

4.114. Highways

- Safety of the B4934 from this large scale development, which has several sharp bends, bridges and railway tunnels
- The traffic along station road, Admaston is already quite heavy. (There were many accidents when the sugar beet traffic/lorries were using it) It would be an absolute catastrophe to expect it to carry the massive increase from the proposed development
- Additional 1000 cars per day through Station road and Admaston in addition to service vehicles, limiting the ability to cross
- No consideration to users other than vehicles – no footpaths causing dangers to cyclists, pedestrians and horse riders both in the immediate area and beyond.
- No attempt has been made to address the inadequacy of the road infrastructure exacerbated by the need to cross the B4394 to reach amenities on the north side except by suggested 'traffic calming' measures' which can only increase the congestion caused by overdevelopment
- There are no proposals to improve the Station Road/Admaston junction which is currently difficult due to the difficulty of seeing traffic crossing the bridge when giving way from the Wrockwardine side; which is currently manageable due to reasonably light traffic from Allscott but will be made much worse
- Roads not suitable for commercial area, such development should be located in Horton Wood
- Wrockwardine road safety: any driver wishing to connect with the M54 will find it quicker to cut through Wrockwardine, and this is the route suggested by Satellite Navigation. There are no footpaths in parts of the Avenue and there are pedestrians, cyclists and equestrians frequently coming through
- Traffic calming in Wrockwardine appropriate to a rural setting such as gate narrowness could be useful but the most useful measure would be a 20 limit through The Avenue
- Traffic calming measures will do nothing for the inhabitants of Wrockwardine, in particular the avenue which is experiencing a much higher volume of traffic since the new estate was built.
- Concerned over the volume of traffic heading through Admaston; where traffic already ignore the 30mph zone
- sugar beet laden lorries could be kept out of the village, unlike cars and vans

- Inaccuracies with the TA; these include- Allscott is served by Telford Community Transport service – which ceased in April 2013; concerns over statistics of the original HGV movements on the site; that there have been no personal injury accidents on Rushmoor/Rushmoor Lane in the previous 5 years – but there have been many accidents involving damage to property (cars going through hedges etc.) and even more near misses;
- There are no pavements or escape verges for pedestrians/cyclists etc. along the B4394 and from Allscott village right through to the junction with the B5063
- The road is barely wide enough in parts for one vehicle and at several points due to the nature of the bends if a HGV is coming in the opposite direction you have to stop and allow them to pass as they can't get round the bend on their own side of the road
- this proposal suggests allowing construction traffic (much of which will HAVE to use Rushmoor/Rushmoor Lane due to the height restrictions and issues with other access points to the site – Low railway bridges etc.) and then possibly 500+ cars and service vehicles once the development is built and open to use access roads including Rushmoor
- The transport plan suggests that hardly any of the residents/users of the new development will use Rushmoor according to predictions – however it will be much quicker getting to the A442 or A5223 via Rushmoor –due to the lack of residential speed limits – the alternative would be to go through Admaston or Wrockwardine – but there's intent in the plans to reduce the limits and slow the traffic flow in these areas
- The transport infrastructure is not in place and nothing suggests the developers have any intention of doing what is needed for such a sizeable development/ Village
- There's also reference to bus routes and the developers intention to provide a subsidy for such a service for the development only for 12 months...What happens after those 12 months; With the cuts to council and rural transport budgets consider T&W council will not step in and subsidise it. Also if this is to improve access to sustainable transport for the area why will the proposed short term bus service only serve the development? Why not Allscott, Rushmoor and the surrounding homes – none of which have the privilege of any workable transport other than private vehicles
- Drivers take the most direct route. Route finders indicate a route via Wrockwardine as the fastest for vehicles wishing to access the M54, Telford town centre, Wellington, Wolverhampton, the Black Country and Birmingham. Residents, service vehicles and contractors will take a route directly through the heart of the village via B4394, Blacksmiths Lane, The Avenue and Drummery Lane
- The B4394 is already dangerously narrow, twisty and fast. On the approach to Blacksmith Lane towards Wrockwardine there is a railway bridge with a sign advising high vehicles to use the middle of the road; a sign then warns drivers of the possibility of queuing near the junction to Blacksmith Lane, where drivers wait for a gap in oncoming traffic before turning right. Further along there is a narrow hump-backed bridge located next to an already dangerous T-junction, where Station

Road takes a sharp turn up towards Wrockwardine. Vehicles turning right off the B4394 from the Allscott direction cannot be seen by oncoming traffic until it has cleared the bridge. This is particularly hazardous when vehicles travelling from Admaston continue along Station Road as it bends sharply to the left up to Wrockwardine. Objector involved in a near collision here.

- Drivers travelling from Allscott join The Avenue at a T junction by the church. Despite road markings drivers often fail to indicate. This is confusing for oncoming traffic and pedestrians. The village is already used as a short cut by Shawbirch, Admaston and Bratton residents. Drivers who approach it from Station Road, where traffic has to negotiate a hair pin bend at the top of the hill where the road meets The Avenue at the above mentioned T junction. Drivers have to hug their side of the road to avoid collision with oncoming traffic and pedestrians walking to the village hall or down to Admaston. There is no pavement here as the road is too narrow.
- There is a blind bend as the driver approaches Drummery lane. This is a difficult junction as vehicles have to edge out of Drummery Lane in order to see if anything is coming both from the South Road to the left and The Avenue to the right. Drummery Lane is steep, narrow and lethal when there is ice or snow.
- Wrockwardine has lots of children and elderly residents. Children playing and on bikes and horse riders will be at increased risk. Drivers in a hurry often ignore the 30 mph speed limit. They use the route because it is the quickest. There are always parked cars along The Avenue, often leaving space for just one vehicle to pass. Military sized farm vehicles use the route throughout the year. The centre of the village regularly becomes a bottleneck. The proposals will increase the risk of collision throughout the route in question. Any move that exacerbates the existing situation should be vigorously examined on safety grounds.
- Should this be approved propose a 20mph limit along The Avenue, 'gate narrowers' and a one-way access on Blacksmith Lane. Although traffic calming for Wrockwardine get a brief mention, feel that urbanising measures such as speed humps and rumble strips would be unhelpful and do nothing to reduce congestion
- Suggestion of 40mph zone to the Grove at Walcot
- Need for a bypass to run from Allscott to M54/A5, which was originally proposed by TDC.
- Assumption is that there will not be covered parking for all residence and therefore there will be a certain amount of on street parking. Viewing the road/ accommodation ratios, considered there is a strong possibility of parking place shortage on the development site which would lead to an overspill, possibly onto the B4394, an already inadequate thoroughfare.
- On street car parking will lead to another scruffy estate where tensions run high and it is a stressful place to live.
- The amount stated for road improvement, would not cover the cost of pot holes & flood drainage between the site & Admaston rail bridge.
- Break the traffic act of 1984 which imposed weight limits

- Support for the parish proposals to shut Blacksmith Lane and Station road be made a no right turn from the B4394; Drummery Lane should also be made one way.
- Since the factory was demolished, local domestic and business traffic has grown so much that it has substantially replaced the factory traffic
- What are the emergency plans for the parish of Wrockwardine.

4.115. Character:

- does not relate to the existing or have the character of a village
- The proposed development is much greater than the original factory site and is not in keeping with the existing village architecture
- Impact on Wrockwardine with the increase in traffic, pollution and noise that it will entail, diminish the quality of life in Wrockwardine and the surrounding area
- Wrockwardine is a conservation area and kept as such without being engulfed by a housing project
- The surrounding countryside is getting smaller and smaller, there will be nothing left for the next generation to enjoy.
- Wrockwardine was designated a Conservation Area in April 1999. There are approximately 110 houses in the village of which about 45 (Wrekin View) are outside of the Conservation area. Of the remaining 65 houses there are:
 - **20 Grade II Houses**
 - **1 Grade II* House**
 - **1 Grade 1 Church**
 - **1 Grade II Graveyard Wall**
 - **5 Grade II Garden Walls**
 - **3 Grade II ranges of Barns, Stables, Cart sheds**
 - **1 Grade II Sundial (in the graveyard)**
 - **1 Grade II Dovecote**
- **Therefore the character and appearance of this village is under serious threat, and thus needs significant attention to prevent traffic from passing through Wrockwardine.**
- loss of property value to a once tranquil and quiet village of Admaston
- create a satellite town of Telford
- highly damaging to the historic unspoilt nature of Wrockwardine and the scenic environs of the Wrekin - together a major tourist attraction.
- Considerable infrastructure costs (roads), as well as social and visual impacts on the whole surrounding area, would be unavoidable. Wellington and Telford already provide opportunities for fresh housing development within their boundaries, so why locate a chunk of suburbia so incongruously in this rural setting? From every aspect, it would be highly detrimental to this part of Shropshire.
- Each house requires a rear garden; for bins, in addition a minimum of 2 parking spaces off road.
- Design should also take account of an aging population.
- Too large to tag on to historic village
- Number of houses should be greatly scaled back to say 250

- If the school is not built (it seems likely that it will not be built because the choice in education is now to have larger more centralised schools), this land should be dedicated to public use and not used for more houses. Similarly the proposed medical centre

4.116. Environmental:

- Site is contaminated, and remainder is wildlife and public footpaths and should not be built on
- There is no justification for A3/A5 uses as there are already two long established public houses, one at each end of the site, able to serve the needs of residents. In order to be commercially viable, the A3/A5 uses will need to attract customers from outwith the site; in addition lead to an increase in litter
- The on-site school will attract pupils from outwith the site since St Peter's at Bratton is already over-subscribed and will thus negate those attending from within the site
- No services such as gas, mains sewerage and no water
- Concerns that the noise survey did not take account of the existing Sunnymead Kennels (a licensed boarding establishment for over 30 years); and thus fearful that the proposed developments will lead to complaints on the adjacent kennel noise from the existing use, having seen established kennels having to defend themselves from noise objections posed by the residents of new developments before. Therefore consider the applicant has not defined them as a noise source the possible effects on the quality of life for the potential residents has been ignored.
- additional traffic – construction and housing will cause noise disturbance, and pollution.
- difficult to understand why it is necessary to build a new village complete with all the sweeteners listed in the proposed plans, such as shops, schools, health centres etc. these facilities already exist in Admaston, Shawbirch and Wellington. To replicate these services will be to the detriment of already established businesses and services.
- a proportion of the new dwellings is allocated as social housing this in its self will have an effect on council budgets with the cost of transport to and from essential services from this rural area by the residents who through no fault of their own would find it difficult to pay for transport to and from this rural area.
- Concern over the impact to hospitals and other services
- Additional litter/ waste
- Concerns over construction and operating hours
- Already an impact on the surrounding environment from the Severn Trent sewerage plant which has increased work / movements. Proposal will have a cumulative impact.
- hope that the wildlife environs around the Site will not be disturbed
- proposal within the flood plain of the river tern
- have concerns about the proximity of these houses and particularly the School to the existing Railway line and crossing. Surely this is just an accident waiting to happen? perhaps a better solution would be a new

access route from the M54/old A5 incorporating a bridge over the railway

- A footbridge over the railway line should be required- closing the footpath should not be an option
- location of school to the rest of the development
- sports facilities will attract more than the proposed residents
- soil contamination

4.117. Points of support:

- Government policy is to support the delivery homes.
- Traffic calming in Wrockardine appropriate to a rural setting such as gate narrowness could be useful but the most useful measure would be a 20 limit through The Avenue; request early village consultation on traffic measures
- Feel that the proposed traffic calming measures will greatly reduce the speed of the traffic which should eliminate any fears of possible accidents through the increase in vehicle usage on this road.
- The majority of the land to be used in the development is a brown field site with only a small area of agricultural land being taken.
- The old sugar factory site is now becoming a “blot” on the landscape and with all the proposed features of the development, i.e. small arcade of shops, health centre, school, mixture of house types and improved sports and social facilities, for all ages, can only add to the benefits of all existing local residents and other villages in the local community
- Proposal will also create a small numbers of jobs and should be approved.
- Appreciate there is a lot of concern re the additional traffic that will be created if this new development gets approval; and that most vehicles using the B4394, from Norton to Admaston, think it’s a race track and travel at very high speeds; however considers that the proposed traffic calming measures will greatly reduce the speed of the traffic which should eliminate any fears of possible accidents through the increase in vehicle usage on this road.
- Consider the speed restriction, 30 mph, should be extended to include vehicles approaching Duncote bridge and run through Duncote, Walcot, Allscott then increase the speed limit to 40 mph after the junction into Wrockardine, Smithy Lane, until the 30 mph restriction in Admaston, this would help alleviate any issues and possible accidents at all cross roads, junctions etc along that stretch of road.
- very positive scheme to the benefit of the local community and local business alike
- see the development of homes, schools and sports facilities as a way forward
- proposal will support a declining sports facilities which needs a positive solution urgently to ensure its survival;
- There is a dearth of suitable recreational facilities in rural areas and this proposal would create a long term future for one of the few that exist, maintaining this community facility

- There is substantial benefit from this proposal for the wider community beyond Allscott.
- The current state of the site reflects badly on the area.
- T&W have neglected their responsibilities with regard to infrastructure development in rural areas (e.g. roads, leisure facilities, schools and high speed internet provision) and need to invest in the transport links to and from the site, both to Admaston and through Wrockwardine. Believes the creation of this site will add traffic flow, but that it is the responsibility of the Council to alleviate this problem and that it should not impede the investment
- The sports facility gives an additional focal point for a village and will help to integrate such a large development into the existing community.
- Its location between Telford and Shrewsbury make it well suited to be supported by either if developed, or if developed as per the current proposal make it well suited for employment opportunities in either of these localities.
- This site is now a brownfield site and therefore as such should be considered for redevelopment in preference to existing Greenfield sites.
- The current proposal has good footpaths and recommends speed restrictions around the development site itself but little or nothing has been said about the problems west through Walcot which effectively borders this development. If this development does go ahead would like to see restrictions in speed to beyond the Grove Inn at Walcot (the site of a number of serious collisions in recent years) and also installation of a pavement to this point. Otherwise residents Walcot will effectively only be able to safely use the enhanced facilities by driving to them, which seems bizarre when residents of Walcot will actually live closer to some of the facilities (ie the Sports and Social Club) than residents of old Allscott.
- It is good to see that it is quite low density as trying to incorporate 470 new homes within a rural area
- Also good to see some affordable housing to allow local young adults the ability to stay within the area that would otherwise be beyond the means of most.
- A health centre and shops along with the sports facilities is what rural areas are in need of not just the proposed occupants but the adjacent nearby existing villages.
- would like to see pedestrian/cycle path between Walcot village and the new development
- The concern about the additional traffic cannot be as bad for the community as the heavy goods lorries were when the site was running a development for houses , shops, school etc would be far better for the area than another industrial site which would create heavy goods
- The government are behind new housing development which bring work to not only the community but far afield
- Expected that the site would be developed; good public consultation, plans seemed to be reasonable and comprehensive except that there was no suggestion, as to the impact the development would have on the traffic flow through Admaston; in the last few years there have been considerable increase in domestic development within the Admaston

village and close by and we, living on Station Road, find it particularly difficult to exit and enter individual driveways at time because of the present volume of traffic. Over the years the route from Telford East, the 'Maxell factory island' to Shrewsbury has become very popular and this increase in traffic, together with the increase from local developments has made this road very busy at almost all times of the day. Major reconstruction needs to be undertaken to make such roads safe for the use of such an increase in traffic. Perhaps an alternative could be the building of a new road southwards in the direction of the 'old A5' paid from the developers.

- In the opinion that the traffic once produced by the hundreds of British Sugar employees never mind all the Beet lorries would have been probably heavier than the traffic will be a from this development. If the road is reduced in speed through Allscott then consider a lot of existing vehicles that cut through this way will find an alternative route either down the M54 or old A5.
- Looking at the plans this development will be a huge improvement to what is at the moment a redundant industrial wasteland.
- We have to look to the future and not live in the past. With the facilities we will gain from the development, this will encourage younger people to get involved, as not many facilities in Telford/Shrewsbury enables this.
- New affordable houses to be built for the younger generation and their families, with school, shops & amenities locally.
- The main negative reading these comments is traffic issues; would rather be travelling on the roads with more cars than with the lorries that used to travel on that road fully loaded! Also the road would be safer with 30 mph speed limits, possible speed cameras which would help alleviate the speeding drivers.
- feel that the positives of this site developments totally outweigh any negatives people may have
- Great for grass root sports and give the children/adults something to relate to and enjoy.
- The development will help to provide disabled facilities so that we can support the local disabled people and help get them involved with sport.
- Concern about the additional traffic seems like a convenient excuse to object to change of any sort; the people who are not in favour really need to see the bigger picture.
- Feel that if this does not happen a lot of people will lose out on the many things they enjoy. All the hard work getting the cricket and football pitches etc like they are now; will be for nothing, just for the sake of cars passing through the village!
- Great support to the local community especially the elderly.
- It will also create much needed custom for the public houses and other businesses in the area which have been struggling over the past years
- Yes we have to acknowledge the infrastructure is not in place for such a development however the traffic calming measures proposed will alleviate most problems
- bring new people to the area

- If the development does not go ahead, where are children, young people and adults going to go? There are very few facilities as it is, especially in this area. There are no youth clubs and not many things for young people to do. Allscott is one place where you can play sport then socialise in the sports and social club with other young people. The housing development would hopefully bring more young people to come and enjoy what Allscott sports and social club has to offer.
- find the proposals regarding the sports facilities particularly exciting, uncommon for a sports club in this area to offer a variety of sports to partake in for both children and adults alike, therefore a unique opportunity for anyone looking to get involved
- In today's economic climate I feel that the proposed generation and improvement of the British Sugar site at Allscott will provide an immediate boost to the local economy with the creation of much needed local jobs.
- The creation of additional housing will attract families to the area as well as offering alternative housing to those already resident nearby.
- The provision of a local school, shop, excellent & improved sports facilities, social club, and other amenities will offer indefinite job opportunities to local residents as well as enhancing the community services available to all existing Allscott and nearby residents. This will undoubtedly create a real community feeling with the village becoming, to a degree, self sufficient.
- Understand the concerns of local residents surrounding perceived increased traffic in the area, but unfortunately this is to be expected of any development. If this is to be the only grounds for objection then feel that the positives offered by the development far exceed the negatives. Moreover, potential community car use can surely present no more of a danger than the traffic, including heavy goods vehicles, associated with the old British Sugar factory.
- Ultimately the amenities provided will offer something to everyone from young and old, single or family and the anticipated provision of council led traffic calming measures will ensure a safe community for everyone to enjoy!
- Should consider the use an addition of a railway station/halt would enable residents to access Shrewsbury, Wellington, Telford, Wolverhampton and Birmingham without the use of cars.
- The plans are done to a high standard and are not transparent in any way, contrary to what some comments may say
- Prime location, with easy access to M54.
- No sound reason for the development not to go ahead; traffic can be managed.
- new community will emerge as a new modern day village
- A rare opportunity for a full archaeological survey of the area to be undertaken before it is built.
- A number of supporters expressed interest in living here / using facilities.

5. RELEVANT HISTORY

Various history relating to the sugar beet factory itself and more recently pre application advice given to the sites redevelopment from 2008 with regard to the extant use of the site following the closure of the factory, changes of use and subdivision. Pre-application discussions began more firmly in 2011 with the appointment of Northern Trust, this was later followed by a Scoping opinion provided in 2013.

6. RELEVANT POLICIES

National Planning Policy Framework (NPPF)

Core Strategy:

CS1 Homes

CS2 Jobs

CS3 Telford

CS5 District and Local Centres in Telford

CS7 Rural Area

CS9 Accessibility and Social Inclusion

CS10 Community Facilities

CS11 Open space

CS12 Natural Environment

CS13 Environmental Resources

CS14 Cultural, Historic and Built Environment

CS15 Urban Design

Wrekin Local Plan:

EH7 Contaminated Land

EH14 Land Stability

UD2 Design Criteria

UD3 Urban Design Assessments

UD4 Landscape Design

UD5 Public Art

UD6 Major transport corridors and gateways into Telford

H6 Windfall development in Telford & Newport

H22 Community Facilities

H23 Affordable Housing

H24 Affordable Housing: Rural Exceptions

T4 Development Principles

T22 Planning Obligations

OL11 Woodlands and Trees

OL12 Open land and landscape contributions from new Development

OL13 Maintenance of Open Space

LR1 Provision of community Facilities

LR4 Outdoor Recreational Open Space

LR6 Developers Contributions to Outdoor Recreational Open Space within New Residential Developments

7. PLANNING CONSIDERATIONS

7.1. Principle of Development

At a local level the site in its entirety is located in the Rural Area as defined within the Wrekin Local Plan. Policy CS1 relates to housing developments in the borough; this states that the number of new homes to be delivered in plan period will be a maximum of 1330 new dwellings per annum up to 2011, and a maximum of 700 new dwellings per annum 2011-2016. In accordance with the NPPF, Telford & Wrekin Council must identify and update annually a supply of deliverable sites sufficient to provide 5 years' worth of housing against its housing requirements set out in the adopted development plan, which comprises relevant saved policies in the Wrekin Local Plan and the Core Strategy (2006-2016). The Council maintains its position regarding the significant supply of housing land that exists across the borough, comprising committed sites and sites identified in the current Strategic Housing Land Availability Assessment (SHLAA). Nonetheless, a reassessment of the five year land supply position, particularly in terms of the deliverability of committed sites within five years, has produced a lower, but more robust, delivery figure of 2.5 years. This reassessment was carried out in light of updated guidance issued in April 2013 by the Local Government Association on assessing housing requirements, the increasing number of appeal decisions and examinations nationally which were favouring a more stringent approach to assessing the five year supply issue and one the Council needed to respond to pro-actively. Borough wide the authority is dealing with a shortfall in house building and has a 2.5 year supply, which is less than the required 5 years. This has implications for decision-making on planning applications.

7.2. Having a 5 year housing land supply shortage indicates that para 49 of the NPPF takes on greater significance which states that 'relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.' Paragraph 14 states that where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless; any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted. This underlines that planning applications should not be considered on the grounds of housing supply alone and that they should be decided against the golden thread of the presumption in favour of sustainable development. Consequently the proposal should not therefore be considered against the housing numbers set within policy CS1, however the sustainability of the scheme should be tested against other local policies and again the NPPF.

7.3. The spatial interpretation of the housing targets defined in CS1 is given focus by directing development to Telford; to Newport in Policy CS6 and to the three identified rural settlements of High Ercall, Tibberton, and Waters Upton in Policy CS7. Policy CS7 specified where all rural development is focused; this included all forms of development, not merely housing, to "*that necessary to*

meet the needs of the rural area". Outside of these locations, new development will be limited and in the open countryside strictly controlled. The core strategy made no employment allocations in the rural area, nor did it include policy statement encouraging rural business, and thus regard to any change of use of any employment nature at this locality would have conflict with the Core Strategy. This was recognised through the Public Examination of the Core Strategy where by the Inspectorate made the following comments:

- 7.4. 3.68 *"The Core Strategy was submitted before the announcement that the British Sugar site at Allscott would close. This site is located in the rural area outside any large settlement or village designated for rural growth. Its future use represents a problem at the strategic level, compounded by its position on a railway line where the evidence suggests that a station halt could be engineered; and complicated by the presence, on site, of a SSSI which has been dependent for its ecology on warm water emissions from the sugar factory. As it stands, the Core Strategy contains no policy statement which could relax the restrictive policy of CS7 if that were necessary to allow alternative development. In respect of development falling outside Policy CS7 and outside the tolerances of the Use Classes Order and the General Permitted Development Order, the future of the site would be decided through the application of national planning policy. Whilst this is not entirely satisfactory from a development plan point of view, no change could currently be made to the Core Strategy to encourage alternative uses (particularly housing) which would conflict with Core Strategy policy as it stands. Neither consultation nor sustainability appraisal of alternative uses has been carried out. The reduction in the timespan of the Core Strategy to 2016 would allow work to begin on a strategic policy approach to this important site."*
- 7.5. Thus the principle of development is reinforced with any applications to be considered against national policy and little weight given to policy CS7.
- 7.6. The Council is working on identifying its own targets through the emerging Local Plan and published its proposed sites for development in early May 2014. However, this document is at a very early stage of preparation and reflects the early thinking of the Council, uninfluenced by public consultation. The weight that can be afforded to any Local Plan documents at this stage is considered to be very limited, however this site is put forward for allocation predominantly for housing and supported by an area of mixed use. The allocation recognises the site is a derelict brownfield site, and given its size has a potential to provide a range of housing to meet local needs; furthermore it takes advantage of the exiting highway infrastructure. Questions have arisen with regard to the site coming forward prior to any allocation, however as the documents are at the primary consultation state, with no early prospect of submission for examination, then refusal on these grounds would not be justified.
- 7.7. In the absence of up to date housing policies within the local plan and reflecting the availability of this previously developed site and its extant use, the fallback position for assessment is therefore the National Planning Policy Framework (NPPF) itself. In general terms, the NPPF places sustainability at the centre of land use planning. There are three dimensions to sustainable development: economic, social and environmental. In terms of social cohesion and inclusion,

the Government is committed to developing strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being. The social role of the planning system should not be undertaken in isolation from its economic and environmental roles. Therefore, economic, social and environmental gains should be sought jointly and simultaneously through the planning system to achieve sustainable development.

- 7.8. At the heart of the NPPF is a presumption in favour of sustainable development. For decision-taking this means:
- Approving development proposals that accord with the development plan without delay; and
 - Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
 - Specific policies in the NPPF indicate development should be restricted.
- 7.9. When NPPF refers to there being no specific policies which indicate that development should be restricted it refers to footnote 9, which clarifies that this means:
- Sites protected under the Birds and Habitats Directives and/or sites designated as
 - Sites of Special Scientific Interest;
 - Land designated as Green Belt, Local Green Space, Area of Outstanding Natural
 - Beauty, or Heritage Coast;
 - Land within a National Park (or the Broads Authority);
 - Designated heritage assets;
 - Locations at risk of flooding or coastal erosion.
- 7.10. The Framework does not contain specific policies that would preclude housing development at such scale within this location; it highlights the need to ensure growth within rural areas; it supports the reuse of vacant and contaminated previously developed land and recognises that the housing can sometimes be best delivered through planning for larger scale development, such as new settlements or the extension to existing villages and towns, following the principles of garden cities. Accordingly the analysis of this proposal has to be based on an assessment on whether the adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 7.11. Recent appeal decisions have shown that the Planning Inspectorate and Secretary of State have placed substantial weight on housing land supply. Even when there has been identifiable harm flowing from a proposal, such as the impact upon the landscape or the loss of agricultural land, this has been out

weighed in the planning balance by the lack of a 5 year housing supply. The question is therefore whether the benefit of delivering housing is outweighed by the potential adverse impacts arising from development. The key issue with this application is therefore the sustainability of the proposal in combination with the housing land supply, and unless there is identifiable planning harm flowing from this proposal individually or cumulatively, which would outweigh the benefits of delivering housing, then the NPPF is clear that planning permission should be granted.

7.12. The framework contains the core principles of the planning system. The most relevant to this proposal are summarised as follows;

- Creatively enhancing and improving the places where people live;
- Proactively driving and supporting sustainable economic development;
- Identifying and meeting the housing, business and other development needs of an area;
- Seeking high quality design and good standards of amenity;
- Recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities;
- Conserving and enhancing the natural environment;
- Reusing previously developed land, provided it is not of high environmental value;
- Promoting mixed use developments;
- Recognising that some open land can perform multiple benefits;
- Focusing significant development in sustainable locations and making the fullest use of sustainable transport;
- Taking account of and supporting local strategies to improve health, social and cultural wellbeing for all, and;
- Delivering community and cultural facilities and services to meet local needs.

7.13. Sustainable development

At the national level, sustainable development is promoted through the NPPF, which defines three dimensions: economic, social and environmental, which cannot be considered in isolation and that they are mutually independent. The headings below consider each in turn.

7.14. *Economic:*

The NPPF defines that the economic role of development should contribute *“to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure”*. (Para 7)

These themes are expanded upon throughout the document identifying the need to assist job creation, the delivery of housing and infrastructure in addition to delivering economic rural growth. Despite the requirement to deliver social, economic and environmental gains simultaneously, paragraph 19 places significant weight on the need to support economic growth. The NPPF also confirms that the long term protection of the sites allocated for employment should be avoided where there is no reasonable prospect of a site being

delivered, this is recognised in the emerging local policy Shaping Places which acknowledges the large employment sites in the rural area are coming forward, identifying both this site and Crudgington. It considers that these sites present opportunities for brownfield redevelopment which can bring forward new economic development with either housing or mixed use development. Paragraph 55 of the NPPF also states that housing in rural areas should be located where it will enhance or maintain the vitality of rural communities. This site presents one of the best opportunities to do this in the rural area of the borough; the services provided by the development will help to support both the existing and new communities, with potential for new residents to support existing services in nearby villages. Furthermore paragraph 69 states that planning decisions should aim to achieve places that promote mixed-use developments, strong neighbourhood centres and active street frontages to bring people together. They should also create safe and accessible environments and developments.

- 7.15. The proposal encompasses a mixed use development, and not solely residential. It will provide a business hub that will assist and facilitate start-up companies; providing professional working areas (desk and office space) to those that work from home and local entrepreneurs. The facility provides assistance with business development, finances and networking following a similar format of the business hub currently established within Telford's urban area. The site in its entirety will benefit from high speed broadband supporting all aspects of work, including those that work from home who choose not to access the hub. The proposed retail will also add to this economic structure; such a use does not require any sequential assessment as set out in paragraph 25-26 of the NPPF where a sequential approach should not be applied to planning applications for small scale rural offices or other small scale rural development, furthermore the development is also below the threshold of 2,500m² floor area.
- 7.16. The proposal will provide jobs directly on the site not only through construction of the large scale redevelopment (circa 1000) but also the longevity of the site through the school, shops, the hub, community facilities and maintenance of the site. The development will promote growth of local industry and trade from those supplying building materials, architectural and legal services and estate agents, in addition to the generation of revenues from those residing on and using the site, i.e. from the sale of convenience and comparison goods in the borough having a wider benefit and not just the immediate locality. Thus the proposal will assist the economic growth and job creation within the borough.
- 7.17. The proposal will provide approximately 470 homes, regenerating a derelict and unsightly previously developed site, and through the provision of high quality design, will include significant landscaping and open space. It will invest in the local transport infrastructure, not only creating direct public transport links from the rural area to Wellington, but also improve the rural areas highway network in the locality and nearby villages through the use of S106 agreements. The proposal will also provide financial revenues through Council tax income, the new Homes Bonus and increased business rates, which will support the delivery of housing and new infrastructure.

7.18. The NPPF advises Local authorities should also take into account the economic and other benefits of the best and most versatile agricultural land; where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality. Using land efficiently is a key consideration in planning for housing. This proposal will utilise grade 3 land as identified in the 'Agricultural land classification assessment' and proposes a loss of 9 hectares with 4.6ha being built upon. The site is somewhat isolated from existing commercial farms, with the sugar beet factory to the west, the haulage depot to the east and the railway line to the south, thus restricting access for large farm machinery to the main highway alone, thus its viability economically is somewhat limited. The development of the agricultural land here has derived from the request of the LA to provide a school within this locality. Taking account of the significant contamination of the site and existing sports provision, if the proposal was focused specifically within the boundaries of the previously developed land then the sustainable package which is currently under consideration would be significantly revised with focus specifically on residential in addition to some replacement sporting provision. The wider development proposals submitted are considered to support the economic growth in the rural area, through the provision of a new sports and social club attracting people into the area and not just those within the site, as well as the addition of the primary school, health facilities and local shop. It will also support those already established, increasing the vitality and viability of those close by for example the local public houses, local employers and services. Thus the use of agricultural land at this locality is considered acceptable.

7.19. Social:

As a social role, the NPPF encourages development support “strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s need and support its health, social and cultural well-being”. (para 7)

7.20. The proposal will provide 470 homes that will positively contribute towards the delivery of the boroughs identified housing needs, including a range of housing supported by affordable tenures. This will therefore meet the needs of present and future generations within the Borough. The application is supported by the design and access statement which sets out how a quality built environment will be delivered. The design and access statement identifies how development parameters of scale, density, massing, height, landscape, layout, materials and access will be implemented across the site in line with NPPF objectives.

7.21. The proposal will also provide accessible local services through the delivery of a range of amenities and facilities within the site to meet the local needs of both the proposed and existing residents (including convenience retail, health centre with pharmacy, business hub, primary school and sport and recreation facilities). The proposal will promote access to quality open spaces and

enhanced rights of way (including circa 55% of the application site for both formal and informal open space, landscaping, sporting facilities, allotments and ecological enhancements). The provision of high speed broadband plays an important role in enhancing the provision of local community facilities and services, which is recognised by the NPPF in its support for high quality communications. Accessibility to wider local services is also achieved through the enhancement of bus services from the site to Wellington.

7.22. *Environmental:*

The NPPF states that development fulfilling the environmental role should contribute *“to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.” (Para 7)*

7.23. The proposed development will reuse approximately 18ha of previously developed and contaminated land, thus providing a prudent use of natural resources. Furthermore the proposal includes a remediation strategy that will confirm that suitable elements will be reused in the development. This will both minimise the need to import new materials to site and limit the exportation off site. Waste will be minimised by seeking to achieve all mandatory and non-mandatory credits in Code for Sustainable Homes (CSH) for household waste management and recycling. Thus the proposal as a whole seeks to minimise waste and pollution from the site.

7.24. Paragraph 117 and 118 of the NPPF states that planning decisions should encourage the effective use of land by re-using previously developed land, provided that it is not of high environmental value. Development on land within or outside a Site of Special Scientific Interest that is likely to have an adverse effect on that site should not normally be permitted with exceptions only being made where the benefits of the development clearly outweigh the impacts on the site and to the wider national network of SSSIs. In this case the SSSI sits outside of the sites boundary and thus there is no physical loss to the area, In addition due to the proposed surrounding land uses it is considered that the proposal will not adversely impact the adjacent use and impacts on protected species across the site can be controlled through appropriate mitigation measures. The proposal provides for the creation of new habitats, such as the 17. ha ecology park, and through appropriate landscaping schemes the site will see a net gain of trees across the site, the creation of new wetland habitats (delivered as part of the SUDS), the introduction of wildflower grassland (in buffers along tree lines, woodland and plantation edges) and the planting of new hedgerows. Thus the proposal minimises the impacts on biodiversity and secures improvements across both the site and the wider area. This is therefore compliant with the NPPF.

7.25. Through the provision of a number of various onsite community facilities the proposal reduces the need to travel, and through appropriate design will include a network of high quality footways and cycle ways to promote sustainable means of travel around the site. Furthermore the proposal will also be accessible by cycle to Wellington and its peripheries allowing wider

opportunities for employment education and retail. Supported by the enhanced bus service and travel plan initiatives the proposal therefore includes sustainable forms of transport in and around the site.

- 7.26. The proposal considers how to mitigate and adapt for climate change by taking account of flooding and providing a low carbon economy through the erection of homes built to level 4 of the Code for Sustainable Homes (CSH). The reduced energy use is equivalent of a 44% reduction in CO₂ emissions against building regulations (pre April 2014) and a 43% reduction on current average water consumptions in the UK – with a 14% improvement on current building regulations. This theme is continued in the commercial and school buildings which will be erected to a standard equivalent to BREEAM ‘very good’.
- 7.27. The proposal recognises the need to enhance the natural, built and historic environment, and through the use of mitigation measures and landscape strategy the proposal seeks to have negligible impact on such assets. A key consideration is the view from the Shropshire Hills AONB and in this respect the proposal will bring around benefits by removing the derelict site and replacing it with sensitively designed built forms and associated landscaping.
- 7.28. It is considered that the proposal explores the aspects of sustainable development as a whole and itself creates a sustainable environment on previously developed land that does not depend upon the delivery of any other sites to bring forward the community aspects including the school; instead the opportunity to develop this substantial site gives rise to a number of uses that would not be delivered if the site came forward piecemeal. The benefits derived from the development therefore need to be considered against the environmental impacts created from the development and the technical constraints of the site and the surrounding area.

7.29. Applicants Sustainability Statement:

A Statement of Sustainability accompanies the scheme, which sets out the benefits associated with the proposed scheme in terms of the sites accessibility to key local services, employment public transport provision and pedestrian & cycle links assessing sustainable development in terms of reducing the need for travel and promoting alternatives to private vehicles in order to reduce CO₂ emissions. It identifies that within close proximity to the sites boundaries 2 public houses are located; in addition recreational facilities are located within the sites boundaries; a post office and convenience retail units are located at Admaston approximately 2.5km from the centre of the site (approx. 1.5k from site boundary edge) and further afield within 5km of the site is the hospital and alternative recreation facilities within Wellington. The report considers the existing school facilities within the area, recognising that the proposal for 470 dwellings will generate a need for 132 primary school places and 75 secondary school places. It examines the nearest village school at High Ercall and Crudgington both with capacity for 156 pupils. High Ercall is 75% full and therefore has some available spaces. Those in Wellington (St Peters, Bratton and Dothill) are forecast to be oversubscribed by 2017 and will require extensions. Therefore the request for a new school has clear benefits in terms

of reducing the need to travel, creating a walkable neighbourhood and a focus for the local community at its centre. The school will also plan an important role in the existing rural community. The provision of the healthcare facility also aids sustainability of the site reducing the need to travel for both proposed and existing residents. The provision of high speed broadband supports working from home and the significant sports facilities provide overall benefits to reduce the need to travel, in addition to supporting the existing infrastructure. These in combination with the investment in green travel misuser will ensure a sustainable and walkable neighbourhood and also benefit the wider rural area to become less reliant on the existing urban area.

7.30. The statement also appraises a range of sustainable design and construction measures to help ensure resilience to future climate change, reduce CO2 emissions associated with the built environment and encourage an efficient use of resources. The proposal sets out the desire to build to level 4 for the code for sustainable homes, which was over and above building requirements up until April 2014. The report recognises the changing nature of housing standards, which proposes CSH is phased out and replaced by nationally set out sustainability standards which will be adopted by individual planning authorities. At the stage of submission this was unknown and level 4 or its equivalent has been accepted by the applicant to ensure sustainable construction methods. The old building regulations Part L requirements were approximately equivalent to code 3, and the recent upgrade will see them achieve approximately code 4. However the building regulations and codes do not currently align, therefore there is a need to ensure the delivery of the sustainable credentials through condition allowing some flexibility to ensure the credentials of what has been set out by the applicant to date is maintained and not weakened.

7.31. Socio – economics

It was identified at the outset that the ES needed to take account of the implications the development would have on existing housing provision and the capacities of education and healthcare facilities. The ES considers the effects on the proposed development on changes in population numbers and structure, changes in housing requirements, changes in employment requirements, the demands of healthcare provision and the demands on education provision. This concludes that the delivery of the 470 homes can provide accommodation for a population of approximately 1,151 over the next 8 years, therefore contributing to addressing the issue of the Councils past shortfall of housing delivery. The additional provision of a village primary school would meet the needs of those young families living within the site and have sufficient capacity to assist with any deficiency of places in the future. The provision of jobs both on site during construction and through to operation is also considered beneficial. Local expenditure will rise and therefore have a moderate/minor beneficial effect on the vitality of the economy. Where any adverse effects are likely to be generated as a result of the development these are mitigated. For example, without the provision of a health centre there may be a slight increase in demand for health care provision in the surrounding local areas, and unmitigated the development would have a minor adverse effect on healthcare.

In this example the appropriate mitigation is the provision of a facility on site to offset such effects and consequently residual effects would be negligible.

7.32. Landscape

The location of the site within the rural area is relatively sensitive taking account of the open fields that lie adjacent to the site, the location of the nearest settlement of Allscott some 190m to the north east of the site, and the range of views at both near middle and far distances to and from the site, in particular the Shropshire Hills AONB. Views of the site from heritage assets are limited to only those dwellings on the northern perimeter of Wrockwardine Conservation Area some 1.1km from the site; this view is obtained due to the elevated position of the conservation area obtaining a view across the vale landscape and specifically relating to the rear gardens of Wrockwardine Farm and the Vicarage Farm. Views of the site are also obtained from a number of rights of way that traverse the landscape.

7.33. The area falls within the Shropshire, Cheshire and Staffordshire Plain, as identified and assessed by Natural England 'Countryside Character' document. This documents the general character of the area, recognising development pressures, and provides guidance for 'shaping the future' of the area. It appreciates the area is largely of a rural nature and the views from higher ground across the plain to the south increase sensitivity. The Plain generally retains a quiet and strongly rural feel however the presence of extraction industries (i.e. Leaton Quarry) reduces the sensitivity of this landscape. Consequently the landscape assessment concludes the site is considered to have a medium sensitivity. The site has also been considered against the Shropshire Historic Landscape Characterisation, whereby the majority of the site is characterised as a riverside meadow, and the south eastern area (area 3) is identified as Estate Farmland; accordingly considered against these merits it combines to create an enclosed landscape of medium to high sensitivity.

7.34. The site does not fall within the AONB, however it is visible from the Wrekin (407m AOD) and therefore contributes to its setting. On review of the Shropshire Hills AONB management Plan (2009-2014), it identifies a number of priorities that include: Valuing, conserving and enhancing what we have; Keeping the Shropshire Hills countryside thriving; Shifting to low carbon; Adapting for the future, working alongside nature; and Helping people to connect with the AONB. It also seeks for development to be sensitive and appropriate in terms of scale location and good design. It is also important to reference the emerging management plan (2014-2019), which whilst in draft form does identify 'zones of influence' for the AONB which aims to "*provide a useful, though not rigid, area in which the AONB and its high quality landscape has significant economic and social influence*". The application site sites outside of this boundary and thus is not considered by the plan to be an influence on the AONB. The site is only visible from the AONB when viewed from the Wrekin, where the site forms part of the panoramic view, and is thus considered a small component. Consideration is also made to the height and nature of the plant which previously stood on the site, in addition to other development such as the A5, Leaton Quarry and the urban edges of Wellington and Telford, and the small settlements in the surrounding areas.

- 7.35. A visual appraisal of the site has been undertaken that considers the existing vegetation, built form and topography that largely screen views from the west, although planting within the site can be seen above these features in near distance views. There are limited views from low lying areas to the north-west, north and north-east, which are largely screened and softened by intervening wetland vegetation associated with the River Tern. Due to the high degree of visual and physical containment the application site cannot easily be perceived in the context of the River Tern and its associated vegetation from more elevated land to the north. The site does however provide open views immediately adjacent to its surroundings, from B4394 as it passes through the application site, while a woodland belt flanking the railway line partially filters near-distance views from Public Rights Of Ways (PROW's) to the south. There are also combinations of partial and open views from PROW's and roads on rising landform to the south, which are generally flanked by banked hedgerows.
- 7.36. The character of the night within the area has also been assessed, this concludes that the night sky immediately surrounding the site is rural and is representative of areas of '*low district brightness*' taking account of the surrounding light sources, including dwellings, public houses, commercial premises and leisure facilities. Roads within the area are unlit and as such there is no 'sky glow' evident in the surrounding area; such glow is visible from the urban areas of Wellington and Telford.
- 7.37. Taking the landscape, visual and lighting characteristics and proposed impacts into account the ES considers the implications of the development both during the construction period and over the longevity of the development. It suggests that subject to sensitively designed new build forms being on a similar scale to the existing footprint of the hard standing, and with gardens and reinforced structural landscape setting, the redevelopment of the brownfield site proposed has the potential to improve the current landscape character and features. In particular the proposed reinforcement of the landscaping around the periphery of the site would strengthen the landscape structure and recreate an enhanced interface with adjacent pasture fields and woodland. It is accepted that during the construction period there is potential for negative implications on views from surrounding uses including the PROW and residential properties, whilst also effecting local landscape character. Consequently it is necessary to consider proposed mitigation measures which will include the retention of landscaping on peripheral areas of the site and new landscaping being implement during the first phase of construction to reduce the adverse effects during construction to a moderate impact. This is considered necessary and acceptable and can be adequately controlled through conditions. Furthermore the early establishment of this landscaping will bring about beneficial effects on the visual amenity where the derelict brownfield site will be replaced by a legible development that respects its surroundings, within an improved landscape. The proposed development is contained and the panoramic views from the Wrekin will also be reduced overtime with the early establishment of the landscaping around the periphery.

7.38. At a local level policies UD2 and UD3 of the WLP require a positive visual and functional response to the local context. The proposed development is considered to have taken a sensitive approach to the context of development, located adjacent to the Allscott Ponds SSSI, with a gradual introduction to urbanisation at this locality through the ecology park acting as a buffer then the implementation of playing fields. In relation to Policy UD4, the proposed development would retain and enhance the Special Qualities of the AONB, notably the sense of tranquillity and scenic and environmental quality from the positive effects of redeveloping the brownfield site and enhancing the views from the surrounding area. Furthermore the proposed development would provide appropriate landscaping as an integral component of scheme by minimising light pollution and protection of trees throughout construction, in addition to a considered design response to the local context, including sustaining or enhancing character as outlined in the masterplan. Subsequently it is considered that the proposal complies with policies CS12 and CS15 of the Core Strategy.

7.39. Accessibility

National guidance outlines the importance of transport in facilitating sustainable development; In addition the NPPF recognises that proposals can contribute to wider sustainability and health objectives. Paragraph 32 of the NPPF states that *“all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decision should take account of whether:*

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*

7.40. Paragraph 35 of the NPPF then goes on to advise that *“developments should be located and designed where practical to:*

- *Accommodate the efficient delivery of goods and supplies;*
- *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *Create safe and secure layouts which minimize conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and,*
- *Consider the needs of people with disabilities by all modes of transport.”*

The NPPF also states *“planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.”*

7.41. At a local level the Core Strategy endorses the location of development that will promote sustainable forms of transport through policy CS9, this includes the use of public transport, cycling and walking. This is reinforced by the Councils Local Transport Plan 2011 to 2026 which sets out the long term transport strategy, recognising that Transport has a key role in achieving the economic viability and developing communities where people want to live work and play, to create a successful prosperous healthy community that offers good quality of life. Six goals are therefore specified to achieve this vision:

1. Make travel more reliable and efficient, to attract jobs and support growth and regeneration;
2. Maintain highways effectively and efficiently;
3. Reduce carbon emissions to help climate change;
4. Allow everyone to access jobs, education, healthcare, shops and leisure;
5. Improve safety and security on the transport network and promote active travel choices which encourage people to be happier; and
6. Improve the quality of life by reducing the visual, noise, air quality and other impacts of transport on people to be happier.

7.42. The proposed development aims to address these visions through contribution to employment, supporting the rural economy and the funding of transport improvements. The provision of the bus service and the onsite facilities will reduce the dependence on the car and thus reduce carbon emission and equal opportunities by providing employment, education, retail and leisure facilities within this rural location. In addition through this variety of facilities it improves the safety and security of transport network in addition to promoting active travel choices, and thus reducing the amount of vehicular movements and the amenity degradation associated with that.

7.43. There is significant concern within the community that the local highway network cannot cope with the additional traffic from these proposals. The ES includes the assessment of road traffic supported by a transport assessment (TA), scoped following consultation with the Councils Highways department and the Highways Agency. The highway network assessed is significant including and not exclusively the direct B4394 linkages to the far eastern and western extents, Bluebell lane within Walcott, B5061 Roman Road that links Wellington to Shrewsbury, and the Holyhead Road M54 Junction 7. The B4394 is derestricted in the vicinity of the site and thus national speed limits apply; this is not appropriate for what is effectively a new village and thus the speed limit on B4394 will need to be downgraded to 30mph. According the indicative traffic management scheme has been designed to reduce this speed over a stretch of 1.25km of B4394 between 'The Plough' and 'The Duck' public houses. The indicative proposals include:

- Gateway treatments at either end of the scheme potentially consisting of signage, surface treatments or a physical width restriction;
- Raised tables at junctions and site access points with ramps appropriate for buses and large vehicle's;
- Surface treatments to indicate private driveways and direct access to clusters of residential development;
- Raised pedestrian crossings to link the residential development with the sports and social uses on the northern side of B4394;

- A new footway along the southern boundary of the site;
- A consistent carriageway width no wider than 6m;
- Repeater features at regular intervals;
- 30mph speed limit with associated signing and lighting, and
- Appropriate directional signing

7.44. Whilst an outline application with all matters reserved for later approval, the proposal includes indicative access points to all four areas within the proposed 30mph zone. The first access point to the sports and social club within area 1 will be located on the exiting three arm priority junction from B4394. The second access point to the western residential area will be 30m east of the first access; this is a new access located to the south of B4394, taking the form of a three arm priority junction with 2m footways either side of the carriageway. The third access point to the central residential area is at the same location of the existing access into the former sugar beet factory. This access was designed for significant numbers of HGV movement and due to the change of vehicles using the site, this design is no longer required; therefore the proposal will reduce the access point to that more akin to residential development, with footways either side. The fourth access point is approximately 170m to the east of the third access point, providing access to residential units, primary school and other community facilities; this will take the form of a three arm priority junction with footways. The fifth access point will provide the allotments and associated small scale car park with access; it is envisaged this will be from a priority controlled junction with B4394.

7.45. An indicative layout of the development has also considered the highway nature through the scheme; this envisages a primary road extending through the site between the westernmost and central access points. This spine road will be approximately 6m wide sufficient to accommodate a bus service with associated stops; in addition it will incorporate footpaths and cycleways, with associated access points for various residential areas, adopting Home Zone principles.

7.46. Whilst this is an outline application it is considered necessary that the implications of traffic on wider areas are assessed, and in this case the council acknowledge the need to manage traffic to deter the new residents using the adjacent Wrockwardine village as a 'rat run' through to the M54; solutions have been scoped and officers are satisfied that the scheme can be developed that will provide such management; however such mechanisms are not being sought for approval at this time, and as such can be adequately controlled through condition. However there is still significant local concern with regard to the existing traffic flows within the villages of Admaston and Wrockwardine. The application consultation process has brought forward further comments which consider that these schemes do not effectively deal with the proposed increased traffic flows within the surrounding areas. The issues raised include:

- A relief road: this in conjunction with a new junction off the M54/A5 has been suggested on a number of occasions by the Parish but this proposal is considered to be unnecessary when considering the scale of the development and its historical use. Furthermore the a new motorway junction off the M54/A5, for a single development of 470 units, would not

in any way meet Highways Agency tests for such a scheme, and as such they have raised no objections to the additional traffic which has been modelled for the existing junction 7, in combination with a number of other schemes recently approved in this area.

- A 40mph entrance to Wrockwardine at Walcott Bridge: it is considered that the nature of the road here would make any reduction in the speed limit down from the national limits unenforceable. A simple signing and lining scheme would be ineffective and any vertical measures to bring speeds down would not suit the rural nature of the route. Furthermore the 5 year historic accident analysis of this area indicates no particular problems and thus
- A 40mph zone from the site to Admaston: The nature of the road here would make any reduction in the speed limit down from national levels unenforceable. A simple signing and lining scheme would be ineffective and any vertical measures to bring speeds down would not suit the rural nature of the route. Furthermore the 5 year historic accident analysis of this area indicate no particular problems and thus it is considered that these proposals could not be justified by the Highways Authority.
- Pinch point traffic lights at the Railway bridge at Allscott: It is considered these are not required as existing traffic management is considered acceptable. Furthermore the 5 year historic accident analysis of this area indicates no particular problems with its operation.
- Series of tabletops at Admaston: Details of a traffic calming scheme through Admaston have been requested via off site planning condition. Installation of vertical features could form part of the scheme but specifics will form part of further consultation outside of the planning application, prior to the submission of any final scheme.
- Pedestrian crossing in Admaston, high intensity LED lights on Belisha Beacon: Details of a traffic calming scheme through Admaston have been requested via off site planning condition. Installation of Belisha could form part of the scheme but specifics will form part of further consultation outside of the planning application, prior to the submission of any final scheme.
- Series of tabletops at Wrockwardine: Details of a traffic calming scheme through Wrockwardine have been requested via off site planning condition. Installation of vertical features are likely to form part of the scheme but specifics will form part of further consultation outside of the planning application, prior to the submission of any final scheme.
- Chicanes Allscott/Rushmoor Lane. Pinch point between the old and new entrances to the sewage works; post development speed limit and weight limit for Rushmoor Lane: Traffic associated with the completed development is expected to have a negligible impact on Rushmoor Lane and therefore a request for the above works are not justified. Furthermore a weight limit is not required as the site will generate little HGV movement once the site is completed. It must also be considered that Rushmoor Lane has historically carried significantly more traffic prior to the Sugar Beet and Maidens Haulage ceasing operations from Allscott, and Rushmoor Lane has just undergone a full resurfacing and lining refresh and the route is now of a particularly good standard.

- Alteration to the junction at 'The Plough': This junction is included within the scope of the works outlined under the traffic management plan.
- Adequate car parking provision for parents at school: Such details shall be submitted in future reserved matters/full applications on the site and will be assessed at the time.
- Footpath from Wrockwardine to Admaston: such request does not relate to the development, and thus cannot be justified to meet the required tests for planning conditions
- An expectation that existing public rights of way from the new development will be marked and maintained: A £25,000 contribution has been requested for improved Rights of Way.
- Traffic management should begin immediately the development is started, not upon completion of 25% of the development: Traffic management is essential to be controlled and thus has been requested to be in place prior to first residential occupation.
- Construction of a new station and Aggregate deliveries should come via rail: Unfortunately the cost of creating a station at this location is not justified. The ability to load and unload is also restricted; subsequently the additional costs to developers from the Council insisting that materials are delivered by rail cannot be justified and thus materials will be transported using road network. Construction traffic is controlled on such large scale developments through the use of a construction management plan.
- Alteration to the junction site line at Rushmoor Lane junction and the staggered crossroads on the Longden on Tern Road: The visibility meets the required standards therefore it is not considered that improvements are necessary; however it is recognised there is some low level verge growth within the splay which will be maintained regularly as part of the highway maintenance programme.

7.47. The neighbouring authority, Shropshire Council has also considered the application as some traffic will inevitably disperse to the west of the application into their Council area which lies approximately 1 mile to the west of the site. Further information was received with regard to this network, taking account of Norton Crossroads and the B4394/B4380 Junction; this concluded that the marginal amounts of traffic which would reach these junctions did not result in a requirement to undertake a junction capacity assessment. Whilst Shropshire Highways raised concerns with regard to the trip distribution methodology, they have also recognised the previous use of the site and the high levels of HGV traffic it generated in the number of trips associated with that use, which can be accommodated within the existing network. Accordingly it is considered that the proposal will not prejudice the safety of the wider highway network.

7.48. Therefore with respect to the specific highway implications, it is considered that a number of conditions are required to ensure the development is technically achievable without harm to the surrounding network. These include a full scheme of highways improvement works to the B4393 in the vicinity of the site; the scheme shall include suitably located gateway features at either end of the scheme; Raised tables and alternative surface treatments at junction and access locations; Raised pedestrian crossings; Footway/cycleway provision;

Appropriate directional signing strategy; General carriageway width no wider than 6m and a 30mph speed limit with the associated signing and lining. In addition a full scheme for the management of traffic in the village of Wrockwardine is also included as a condition, as is a scheme for Station Road Admaston. Standard conditions relating to highway details and construction traffic management plan are also applicable, and considered reasonable. A travel plan is also requested; this should be a 'living' document which sets out creative and innovative ways to encourage sustainable travel to, from and around the site, and a demonstration of the enduring viability of the development.

7.49. The ES considers the environmental impacts of traffic in relation to noise, vibration, visual impact, severance, driver delay, Pedestrian delay, Pedestrian amenity, Accidents and safety, Hazardous loads, Air pollution, Dust and dirt, Ecological impact and Heritage and conservation. The assessment established that the proposal would not have significant effects on all but three of the roads surveyed and of the affected roads mitigation measures including the implementation of the B4394 Traffic Management Scheme would seek to reduce the effects to minor adverse. The contributions and on site works for improved public accessibility also assist the sustainability creating a positive effect. Furthermore, it is proposed to provide a Travel Plan to all new residents and visitors to the Proposed Development raising awareness of sustainable modes of travel. Overall it is concluded that the increase in traffic associated with the proposed development will not create a significant impact in environmental terms.

7.50. Railway:

Sustainability is a key factor to the application, and as the site abuts the railway line pre-application discussions examined the ability to include a train station at the outset. Network Rail has produced guidance for promoters and developers 'Investment in Stations' May 2011; this states *"Rail needs to focus on what it does best. This is mainly focused on transporting large numbers of people at high speed, over long distances - such as on inter-urban routes where demand is strong, and also in built-up areas with high population densities, **where a critical mass of population exists**. Here rail can be very successful at operating an efficient and cost effective metro-style service with frequent stops and high footfall. Such a service can be high frequency services, run at short time intervals, as trains typically run at similar speeds and with identical stopping patterns. It is important to understand that if a development is situated adjacent to the railway, it is not always the case that a new station can be built to serve it... **Rail is less suited to serving more dispersed populations, such as in some rural or outlying areas**. It may be difficult to open stations on routes with limited track capacity and/or a mix of freight, inter-urban, middle distance and local services. Train pathing on routes such as these is often very tight and the addition of a new station call may simply not be feasible if speed profiles of existing services are to be maintained (i.e. there may not be any space in the timetable to add any further services, or, the additional time taken for trains to decelerate, call at a station and accelerate up to line speed afterwards is such that this would create delays to services already running).."* In this case, whilst it is noted that this is large development it will not have a

critical mass of population to make any stop cost effective, nor is there capacity on this network to implement said stop. Accordingly the ability to include a station within the masterplan was ruled out at an early stage.

- 7.51. There are two existing rights of way cross the railway, these are in the form of a footpath level crossing located to the south east of the site and a bridleway in a central position to the south of the site. Network Rails records indicate approximately 41 trains per day (two way) cross this track including 4 passenger trains per hour. In addition the records indicate that pedestrian movements are currently infrequent. The footpath level crossing facilitates the Shropshire Way, a long distance leisure route which is managed and funded by various local access groups. The crossing is of a relatively good standard and maintains stiled entrances on both northern and southern sides of the track; raised gripped crossing panels to aid crossing and reduce trip hazard; provides good visibility in both directions; and has clear warning signage.
- 7.52. Network Rail undertake regular assessment according to the All Level Crossing Risk Model (ALCRM), which categorises sites according to physical characteristics such as the approach to a crossing, the number and type of trains travelling through a crossing, the types of users crossing and their behaviour, their frequency and the safety measures that are in place. The assessment consists of two scores:
- Individual Risk – This only applies to users of the level crossing. The score is presented as a letter ranging from A to M where A is the highest value and M is the lowest.
 - Collective Risk – This considers all users of the level crossing including pedestrians, road vehicle drivers, train staff and passengers. It ranges from 1 to 13 where 1 is the highest risk and 13 is the lowest risk.
- 7.53. An assessment of the Allscott level crossing by Network Rail in March 2012 indicates that the individual risk is C and the collective risk is 10. Network Rail originally concluded that the proposed development would result in a change of this calculation C10 to C6, and thus objected to the application on the grounds of intensification of the level crossing, taking account of the increased usage, increased crossing time and the general change in the environment. Network Rail subsequently requested either the provision of a pedestrian footbridge at a cost of £400,000, or the diversion of the Shropshire way PROW 8.
- 7.54. The applicant subsequently responded to this with further assessment; this examined the existing level crossing and the usage. Pedestrian surveys indicated 3 pedestrian movements over a two day period at the level crossing, and a total of 22 at the underbridge demonstrating the current preferred route. Utilising this classification the assessments compared this usages against a similar level crossing which again witnessed two movements per day which was classified with the risk of C7. Thus network rail was challenged with the classification of the level crossing as existing from C10 to C7, whereby the change in risk from C7 to C6 is thus significantly less than a change from C10 to C6. It is acknowledged that the rights of way exist, however the master plan illustrates how approximately 90% of the dwellings are located to the west of the underbridge, and thus 90% of the occupants who wish to access the southern side of the railway are likely to use the existing PROW rather than

walking /cycling past this point to the eastern level crossing. In addition the underbridge is a much higher quality route that will attract people to use this over the other crossing which is already evident from the current survey. It is also recognised as to what the development contains which include a number of recreational activities within the site, with no real purposes for using such crossing unless for recreational walking, it will not be used as a connection for other uses; thus the actual use of these footpaths will have the limited audience.

7.55. Network rail have not raised any objection to the use of the PROW 19 that runs alongside the track and passes underneath through the underbridge, in addition if approved it will attract a S106 contribution of £25,000 towards PROW improvements, which will again assist in the attraction to the use of the underbridge. The applicant investigated the two proposed mitigation measures which network rail suggested, and concluded neither were appropriate. Consideration of the pedestrian footbridge posed issues with development occurring on third party land, lack of certainty due to requirement for planning consent, and the addition £400,000 to the S106 agreement would have implications to viability requiring further reductions elsewhere consequently tipping any balance for a sustainable scheme coming forward. Whilst in principle it was accepted that the footpath (PROW 8) could be diverted west to converge with the bridleway (PROW 19) and cross under the underbridge, the diversion requires third party land from the owner of the arable land to the south of the railway and with no requirement to accommodate the PROW diversion route release of the land the application would be held to ransom, and thus be undeliverable; such circumstances are not acceptable which is evident in a recent appeal decision in Barrow, Lancashire (APP/T2350/A/13/2190088). This case is reasonably similar to the proposed application in terms of scale (504 units), railway network (50 x 2 way trains per day), similar ALCRM scores, similar levels of use (2 pedestrians per day), good visibility and stiles on approaches, however there is only one level crossing with no alternative in the vicinity of the development site, unlike this application site; Network Rail objected on the basis that the development would result in a material increase in the type and volume of users over the level crossings, from C7 to C6 and thus requested either a new bridge or the diversion of the route as they have done in this application. The SoS responded noting that there would be no certainty that a new footbridge would be granted planning permission, and that there was no certainty that the third party landowners would agree to its delivery; no was there any certainty of the delivery of diverted routes from such third parties. In responding to Network Rails comments regarding increased usage and children in the vicinity of the crossing, the SoS concluded that the number of people expected to use the level crossings after development was not large and that individuals have a responsibility to take head of warning signs and to exercise due caution. Equally parents have a responsibility for their children's whereabouts and conduct in relation to railway safety as they do in relation to road safety. Thus the SoS agreed with the appellant's mitigation measures to a value of £10,000, and the appeal was approved retaining the one level crossing.

7.56. In this case the applicant has pursued this appeal decision with Network Rail, together with the ALCRM score, the statistics of network rail and the actual site assessment and suggested mitigation measures. These included:-

- treatment to the 'decision point' of the crossing, which is the point at which users decide to cross;
- further upgrades to existing signage and stiled entrances could be provided;
- increased signage to promote PROW 19 and the underbridge as the primary leisure route; and
- improved fencing and boundary treatments.

7.57. Network Rail have maintained that there are still concerns over the potential for increased usage at the level crossing and should the crossing remain open it will always be an option to cross, thus there is a need to mitigate against the increased usage and requested a contribution in line with the Barrow decision of £10,000; the applicant has agreed to this provision. Officers consider that at this site, the application package including the alternative option to cross, which is located by the majority of residential properties, reduces the risk further than the Barrow site; and whilst an element of risk still appears, the crossings will be further supported by the £25,000 towards PROW with the improvement of the underpass to encourage users to cross the railway at this location. Consequently as the risk is still limited, the proposal is not considered to prejudice the safety of railway users or those on the PROW to warrant the refusal of the application. The other elements of concern raised by Network Rail including boundary treatments, drainage, earthworks, landscaping, scaffolding and risk assessments, can be controlled through pre-commencement conditions.

7.58. Bus services:

As existing the B4394 is a bus route for three services (E1, 529 and WR14); these routes stop at Allscott and Walcot, however there are no bus stops along the B4394 within the vicinity of the site, and the services are currently limited in their frequency. Route E1 runs from Shrewsbury to Telford on Saturdays only; route 529 is for the same journey, however only at school times; and route WR14 is a local service based at Wellington. Therefore in order to ensure the site is well served by public transport it was identified at an early stage that a dedicated bus services would need to be provided by the developer in the form of a S106 contribution for a fixed period. The transport assessment suggests a service should provide a half hourly services through the peak periods and potentially through the day, linking the site with Wellington and a bus should have the ability to turn or loop within the site.

7.59. Highways officers have considered the application and made a request for £375,000 to secure a 3 year bus service to and from the site. This would fund an hourly service between the site and Wellington between 07:00 to 18:00; however it would be specifically decided in relation to the network at the time of implementation with the local private operator Arriva, which would then be subject to continuing review. In addition the council are obliged by statute to provide transport to and from school for distances of more than two miles from the nearest primary school or three miles from the nearest secondary school.

In this case a request was made for a further £350,000 towards the cost of transporting the secondary pupils to schools for the first 5 years. The applicant examined these requests and concluded that the scheme could not support a duplicate contribution totalling £725,000. In the interests of sustainability and viability of both the site and the bus service there is merit in combining both requests to ensure continued provision by the operator. For the first year with a likely build of 50 units per annum, modelling suggests only 8 children (of secondary school age) are anticipated to require transport, this can be accommodated with the existing taxi/ minibus facilities, however year 2-5 will require a dedicated minibus services, and at year 6 where 35 children are likely to come forward from the site it is considered this can then be provided on the new bus service. A similar service is in operation within the borough this is the No 65 that provides an hourly service, accommodating predominantly school children at peak times, collecting from Londgen, High Ercall, Roden and Roddington, making its way to Wellington via the catchment school at the Charlton in Dothill. Therefore from this experience it is anticipated that the proposal will introduce a full bus service with approximately 50% occupation. This reflects an existing model of public / school transport and is considered more viable for the bus operator and genuinely likely to succeed in being a viable entity for the operator to continue after the subsidised service ends. Accordingly Education, Highways and the applicant have agreed to a combined bus contribution of £500,000 providing a service for 5 years.

7.60. Ecology

The NPPF underlines the Government's commitment to sustainable development and the conservation, enhancement and restoration of wildlife and geology ensuring that developments take account of the role and value of biodiversity and green infrastructure. It states that the planning system should contribute and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible; and local planning authorities should refuse permission if significant harm resulting from a development cannot be avoided, adequately mitigated or compensated for. Opportunities to incorporate biodiversity in and around developments should be encouraged. Local policies contained within the CS and WLP continue and support this theme. Taking account of the site's rural location and the site's previous role in supporting a SSSI, that sits adjacent to the boundary of the application, ecology has been a significant consideration throughout the application. Accordingly the ES considers the ecological effects and is supported by a number of surveys, these include a Phase 1 habitat survey, Arboricultural survey; amphibian survey; Reptile Survey; Badger Survey; Breeding Bird Surveys; Bat Surveys; Water Vole and Otter Surveys.

7.61. The site is 36.6ha and comprises amenity grassland, scrub, broadleaved plantation woodland, arable land, standing water, semi-improved grassland, defunct hedgerow and ditches, and can be broken down to the following:

- Area 1: This area is amenity grassland, neutral grassland, bare ground, broadleaved plantation and scrub. The area does not meet the BAP definition of Open Mosaic Habitats on Previously Developed Land.

- Area 2: 20.6ha and is part of the old plant site comprising hard standing, broadleaved plantations belt, modified neutral grassland, arable field and 2 small ephemeral water bodies (one dry).
- Area 3: 5.9ha of agricultural land with plantation woodland and no significant field margins. Semi-natural broadleaved woodland surrounds this area.
- Area 4: 0.8ha of arable land with a defunct hedgerow and a short ditch which is not suitable for water vole.

7.62. None of the habitats on the site are priority habitats and the hedgerows on the site are not 'important' under The Hedgerow Regulations.

7.63. SSSI:

The Allscott Settling Pools SSSI is due north of the proposed development site but is hydrologically separate from the proposed development and is in third party private ownership; there will be no physical loss or damage to Allscott Settling Pools SSSI. The ES has however considered the implications of the development. Historically, the SSSI was hydrologically connected to the site however, water supply to and circulation around the lagoons ceased on closure and demolition of the plant; and it is understood that the management of the SSSI is achieved through licensed abstraction from the River Tern. The SSSI is dominated by lagoons, reed bed and scrub, and its assessment from Natural England ranges from favourable condition to unfavourable. The unfavourable area is identified as land to the north of the River Tern - approximately 38%, reasoned by "planning permission general", implying that the site is at risk due to granted intended or potential future planning applications. The ES identifies that the potential effects on this area during construction may disturb bird species supported by the SSSI; due to noise dust and vibrations. Surface water run-off also has the potential to wash sediment or chemicals from the construction areas into the lagoons. However, area 1 is proposed for recreational use which will result in the reprofiling, including some construction works which are not intensive, the remainder of this area will have some minor clearance and implementation of landscaping. Accordingly such measures will not have significant potential to adversely affect the SSSI

7.64. Arboriculture:

An Arboricultural survey accompanies the ES, this identifies the need to remove 8 trees as part of Arboricultural best practice. A further 79 trees including individual trees and trees within groups are estimated to required removal during construction, however this is only an estimate and will be confirmed when the reserve matter layouts are completed in association with a Arboricultural Impact Assessment. Therefore it is considered that the effect on tree stock across the 36.6ha site is not significant; furthermore it is also noted that no objections have been raised from Arboriculture and subject to conditions the proposal is acceptable. It is noted however there are some trees which are important and highlighted for retention; the proposed reserve matters scheme will need to address such trees and a 12m oak should form a feature trees with appropriate landscaping around.

7.65. Amphibians:

All ponds within 500m of the site were investigated for amphibians, as this is the distance at which great crested newts are generally accepted to travel and is therefore creates a zone of influence relevant to this species. The river tern falls within this area and thus prevents a significant barrier for amphibians; therefore ponds to the north of the river were excluded. Severn ponds were identified within 250m of the proposed development; P1 and P4 scored 'Average' Habitat Suitability Index, P6 and P7 scored 'poor' and P3 and P5 scored 'Below Average.' P2 was a lake. A further four ponds were identified between 250 and 500m; one was dry, one was inaccessible, one was a reservoir and one was heavily shaded; therefore all four of these ponds were scoped out of any further pond surveys due to separation distance and poor habitat quality. During the presence absence surveys, no Great Crested Newts were recorded, but further amphibians were noted: P1 and P4 contained Common Toad, Common Frog and Smooth Newt. Pond 6 & 7 also contained Smooth Newt. Subsequently no further consideration of Great Crested Newts is required subject to following basic precautionary methods of working during site clearance to avoid impacts upon widespread amphibians including Common Toad, Common Frog and Smooth Newt. The ES considers that there will be an adverse impact on the habitats, however this is a temporary loss, being reversible over a moderate to long term period when populations have the ability to replenish. The magnitude of this impact is therefore considered to be low.

7.66. Reptiles:

A reptile survey was carried out on areas of habitat suitable for reptiles in Areas 1 and 2. Areas 3 and 4 are dominated by arable and have very low suitability for reptiles, and therefore scoped out of further investigations. During the survey period in 2012 no reptiles were recorded, and thus the proposal will not have an adverse effect on reptiles.

7.67. Badgers:

A single badger sett was recorded on the site which could potentially be damaged or destroyed by the proposed works. The badger report sets out a number of options depending on whether the sett is intended to be protected or destroyed under licence with an artificial sett provided on the site but does not set out which option has been chosen and therefore what the required level of mitigation is. The agent has requested the chosen option is finalised within the reserved matters stage, allowing the most suitable option within the development, this is considered acceptable subject to an appropriate condition.

7.68. Breeding Birds:

A total of sixty-one bird species were recorded on the site in 2012 including two Schedule 1 species (Barn Owl and Little Ringed Plover), one species of conservation priority (Lapwing) and one bird of conservation concern (Oystercatcher).

7.69. An active barn owl nest was observed within area 1, and a pair was recorded foraging on the site. It is considered that there will be no loss of the Barn Owl

nesting habitat and the area around the active nest box in area 1 will not be affected significantly but the loss of arable land across the whole of the site would represent a loss of foraging area for this species. The survey recommends that one additional Barn Owl box is provided in area 1 and the two unoccupied boxes could be moved to this area also. This is considered appropriate.

7.70. Two pairs of Little Ringed Plover were recorded nesting in Area 2 within the former plant area, consideration is therefore needed to provide a suitable habitat. The proposals include 0.5ha of suitable habitat created in the eco park (Area 1) for Little Ringed Plover and other ground nesting species; this area will comprise bare ground and gravels and will be managed in the long term to maintain the suitability of the habitat. This new provision will need to be in place prior to the removal of any existing bird habitats to ensure that there is no breeding season where the birds do not have suitable habitat on the site. The ecological area will also provide for the additional species including the two pairs of Lapwing, and one pair of Oystercatcher that were all recorded in Area 2. Habitat for small passerine birds will be enhanced through the landscape planting scheme and a number of nest boxes will be provided across the site to ensure the provision of nesting opportunities for small birds. Consequently it is considered that the proposal has adequately considered the implications to birds and provides sufficient mitigation that will be controlled through conditions.

7.71. The ES considers the implications on breeding birds and considers that the construction period will have an unavoidable effect however this will be temporary over a short to medium term. The proposals are not limited to site clearance and development will result in the creation of new open spaces and gardens; it also recognises that both construction and landscaping will most likely be delivered on a phased basis, thus not all nesting habitat will be affected simultaneously and as each Phase is completed additional habitats will be made available. Additionally, most passerine species present within the Application Site, including starling, house sparrow, dunnock and song thrush, could utilise offsite habitats. Effects of displacement and loss of habitats arising from site clearance and construction would be temporary, which could be reversible on completion of construction for most species. This is considered acceptable.

7.72. Bats:

A daytime ground based assessment of potential roosting habitats and two activity surveys for bats were carried across the site in 2012. The surveys included range of small buildings, huts and the sports pavilion on the site which concluded as having negligible potential for roosting bats. No trees with significant bat roosting potential were located on the site; some trees with low potential and four mature trees were identified offsite with moderate potential which will not be impacted. The activity surveys of the site recorded Common Pipistrelle, Soprano Pipistrelle, Noctule, and *Myotis sp.* (Whiskered/Brandt's and Daubentons) bats foraging and commuting around the site largely focussed along the woodland at the edge of area 2 and the tree lines and lagoons in area 1. The ES considers this information and considers that the proposal will

therefore have limited effect with regard to roosting bats; however whilst this is negligible there is a need to follow best practice measures to ensure the species remain protected. Construction activities have also been considered in the ES concludes that the proposal will not result in fragmented or isolated habitats; any loss of isolated habitats will be temporary and as woodland/plantation edge and tree lines will be retained, foraging and commuting opportunities will remain. Construction activities will occur only during daylight hours and night time lighting will not be significantly different from current levels; as such potential impacts affecting foraging and commuting bats are not significant.

7.73. Water Vole and Otter:

No suitable habitat for water vole or otter was recorded on the site (the River Tern is to the north and supports otters) therefore no further survey work was considered necessary; no concerns are raised by the council or Natural England and thus acceptable.

7.74. Ground contamination and stability

The NPPF recommends that planning decisions should ensure that new development is appropriate for its location taking account of the effects of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution. It states *“Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner. Planning policies and decisions should also ensure that:*

- *The site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation;*
- *after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and*
- *adequate site investigation information, prepared by a competent person, is presented.”*

7.75. A closed landfill site is located adjacent to the north western boundary of the site that was operated under a license by British Sugar from the EA. The landfill site was licensed to accept materials from the factory itself, limited to ash from solid fuel furnace, gravel/beet material and lime/limestone, and is now capped and not accepting any further waste materials. Gas monitoring of boreholes within and surrounding the landfill is carried out on a monthly basis, as part of the permit requirements and considered in the desk study.

7.76. The geological maps indicate that the site is underlain by the Bridgnorth Sandstone Formation, a Principal Aquifer. These are geological strata that exhibit high intergranular and/or fracture permeability, and usually provide a high level of water storage supporting water supply and/or river base flow on a strategic scale. The Bridgnorth Sandstone is overlain at this location by

Glaciofluvial sands and gravels, classed as a Secondary A aquifer and Glacial Till deposits, classed as unproductive Strata. Secondary A aquifers are permeable strata capable of supporting water supplies at a local rather than strategic scale and in some cases forming an important source of base flow to rivers. Furthermore the site is located in a Source Protection Zone for the onsite licensed abstraction; and thus groundwater protection is an important consideration. The ES recognises this and consider the locations of the nearest surface water features to the east (drainage ditches) and to the north (the ponds and wetlands associated with the SSSI), considering that there is a moderate to high sensitivity of any contamination that may migrate away from the application site.

7.77. The application therefore considers these aspects through the ES and is accompanied by a Ground Investigation Desk Study that preceded an intrusive ground investigation (GI) to characterise the contamination status of the near surface deposits, and target the potential sources of contamination identified within the desk study. The GI identified localised evidence of contamination, which were generally low concentrations of contaminants. In association with the past use, it is understandable that the highest concentration of contaminants were within the brownfield area – area 2, containing heavy metals, hydrocarbons and some asbestos. This does not preclude the site from development it does however pose a risk which must be carefully controlled and mitigated against. The ES therefore considers that the receptors for this contamination could include the occupants of any proposed developments, groundwater and surface water courses, and buried concrete. In addition, the proposed development could be at risk from ground gases generated in the backfilled areas at the site. Consequently the GI and ES conclude that further GI is undertaken and targeted remediation is undertaken. Both the EA and council are satisfied with this and considered subject to condition the site can be adequately developed without risk to the environment through land contaminants. These conditions would include a further GI, including a detailed risk assessment, verification plans and verification report demonstrating completion of the approved remediation scheme.

7.78. The site itself is relatively flat and generally with such levels land stability does not normally causes a concern; however taking account of the previously developed site it is know that there are large trenches and sub ground structures or variable bearing capacities, therefore it was identified at an early state that stability declaration forms would be required. The application is supported by a statement from Wardel Armstrong who has completed the authorities slope stability declaration form, which has required full consideration of the site prior to determination, and concludes there is no risk to land stability. A further statement addresses the stability of the proposed earth bund around the nesting area within the ecological park, assessing the slope to the river Tern, the adjacent lagoons and the landfill embankment concluding that the proposal will not have an adverse effect on or be effected by ground stability. Thus the proposal has adequately assessed the ground conditions and stability and accords with both local and national planning guidance.

7.79. The ES considers the implications of the development on ground conditions recognising the variable nature of ground across the site, including the heavy metal and hydrocarbons in addition to Asbestos in area 2. Accordingly during the construction of the Proposed Development the potential exists for construction workers to be at risk of ingestion/inhalation of contaminated soils/asbestos. There is also a risk of contamination of surface water runoff and contaminated surface water infiltrating into groundwater. In order to mitigate these effects a programme of further ground investigation and targeted remediation will be undertaken and standard measures such as the issue of appropriate protective clothing to construction workers will be undertaken. Successful implementation of these measures will remove any adverse effects. Following implementation of these measures negligible effects from existing contamination on future users and residents of the Proposed Development are anticipated. This approach is considered acceptable and such the recommendations of the report will be controlled by condition.

7.80. Noise and vibration

The NPPF recognises that Noise pollution impacts negatively on people's quality of life. As outlined above the Framework makes clear that planners must seek to avoid noise pollution as a result of new developments, and to protect tranquil areas prized for their peace and quiet. At a local level the Core Strategy and Local Plan adopt a similar theme, recognising the need to meet that of the present without compromising the ability of future generations to meet their own needs and thereby ensuring a better quality of life for everyone, now and for generations to come.

7.81. The site is surrounded by a number of uses that have a bearing on noise levels within the surrounding area that need to be assessed, these include road noise, transport noise and neighbouring commercial uses; subsequently the ES is accompanied by a noise survey. The noise survey indicated that road traffic was audible from all monitoring locations from a combination of sources including the A5, M54 and B4394; railway noise was audible from all locations; some industrial noise was recorded at one monitoring location; and noise from nearby kennels were audible at two locations.

7.82. The LPA has the considers the implications of noise based on notional Noise Exposure Categories (NEC) as set out in the WLP, which recognises the generally low background noise within the borough and seeks to maintain a high quality of development. This considers where sites fall within NEC A noise is not a determining factor; where sites falls in NEC B development should take account of noise constraints and where appropriate impose conditions to mitigate against noise; sites within NEC C planning permission should not normally be granted, however where considered appropriate conditions for mitigation measures should be imposed; within NEC D planning permission should normally be refused, the majority of the site falls within the NEC B along the site boundary which was heavily influenced by the adjacent road network. Adjacent to the railway line this remains as NEC B during daytime and rises to NEC C at night; this location was measured some 8m from the nearside rail head, and stepping a further 4m into the site noise levels drop to NEC B. No area fell within NEC D. Therefore the assessment concludes that the site can

be developed subject to an appropriate level of noise mitigation which using acoustic glazing would reduce most noise to an acceptable level, and recommends a more detailed analysis of road traffic including that modelled from the site; this should accompany the first reserve matters application. Furthermore the careful use of site layout will also ensure that buildings are sited in appropriate positions away from the railway line and roads; this should be assessed further once the layout is confirmed.

7.83. The site has also been subject to a vibration survey taking account of the adjacent railway line. The assessment concludes that the vibration measures taken are below the criteria that are likely to result in complaints from proposed occupants nor will they result in the structural damage to any building; thus the effects of vibration will not require mitigation. The ES concludes therefore vibration effects on the proposed residents are negligible.

7.84. The ES considers the implications of the development on the environment. This considers that the activities carried out during the earthworks and construction phase of the Proposed Development have the potential to generate short term increases in noise levels above the recommended noise limits, set in accordance with current guidance, at existing sensitive receptors surrounding the Application Site. The use of heavy plant associated with the earthworks and construction works also has the potential to give rise to ground borne vibration. Given the small distances between the construction activities and the nearest sensitive receptors, some sensitive receptors may experience minor adverse noise and vibration impact; however, this would occur only for short periods as development moves across the Application Site. Mitigation for this would therefore be necessary and can be achieved through restriction on working hours, and implementing methods of best practice reducing any effects to negligible with only brief periods of minor adverse impacts likely at a local level. Future road traffic noises are considered and identified as negligible in both short and long terms. Mitigation will also be required to the proposed primary school to reduce internal noise levels, in addition to an appropriate buffer zone to the proposed play areas to reduce the impact on the proposed residential elements.

7.85. A nearby business, Sunnymead Kennels has raised concerns with regard to potential complaints from the proposed occupants with regard to noise generated by the kennels, and considers that the noise report has not taken account of the business to give appropriate mitigation measures to ensure the vitality of the business is protected. The consultant has confirmed that the report reflects noise predications from the Kennels at the proposed dwellings. The methodology used is considered robust by the author, and the Councils Environmental Health officers have raised no concerns to such methodology. Again with the use of mitigation to the properties there are no concerns with regard to potential noise on the proposed residents.

7.86. Air quality

The NPPF identifies that air quality issues including dust emissions should be considered through the planning process, and thus the application has taken account of the potential effects on the environment providing a modelling

assessment that considers the temporary effects of the development through the constriction phase (dust and construction vehicle emissions) and the completed development (road vehicles). The ES considers that the effects that could occur during construction include:

- Dust deposition, resulting in the soiling of surfaces;
- Visible dust plumes, which are evidence of dust emissions;
- Elevated PM10 concentrations, as a result of dust generating activities on site; and
- An increase in concentration of airborne particles and nitrogen dioxide due to exhaust emissions from diesel powered vehicles and equipment on site.

7.87. It concludes that without mitigation measures the site will have a minor to moderate effect, however through the use of mitigation this can be reduced to minor adverse during the medium term. Subsequently mitigation measures are required throughout the construction period; these include damping down dust, turning off vehicles and plant when not in use, keeping earth mounds covered with sheeting, and using wheel washes where necessary.

7.88. During operation the ES considers that the proposal will only have an implication from vehicle emissions and as such the modelling suggests that the predicted concentrations are well below the accepted standards. Thus the residual effects over a short to long term would be negligible. Officers are in agreement with the modelling however there is a need to monitor this and therefore it is necessary for the applicant to fund such modelling. As a consequence the application accepts the provision of £500/year for 10 years to facilitate monitoring of NO_x within the area and incorporation of that data into the Council's Air Quality reporting framework.

7.89. Water Resources and Flood Risk

In addition to consideration of flooding and water resources within the ES, a Flood Risk Assessment (FRA) accompanies the application. The site is located within Flood Zone 1 as defined by the EA flood maps, and therefore not at risk of fluvial flooding from the River Tern. There are a number of small ditches and water courses that are on or close to the application site; these have been assessed and it is considered that none will create a flood risk to the proposed development, and none pose more than minimal flood risk to the adjacent land. A culverted water course is identified to the south of the B4394 that has been recognised for its biodiversity value; this will be diverted westward and then turn northwards to an open watercourse created in a green corridor, it will then flow back to the original course south of the B4394, no concerns are raised with regard to the proposed diversion. A small risk of groundwater flooding is identified to the areas to the south of the B4394, however it is considered development can occur at this location subject to some minor mitigation measures including adequate drainage design and the raising of finished floor levels. It is considered that the site is not at risk of flooding from sewer drainage and infrastructure located offsite; the majority of drainage infrastructure associated with the sites former use will remain in place however it will not be used as preferential flow routes through the infrastructure may create a flood risk to the proposed development from shallow groundwater and

runoff; subsequently any drainage design details will need to carefully consider this at a later stage, with appropriate mitigation measures where necessary, this could include capping off particular routes; however the principles are considered acceptable for this outline application.

7.90. The proposed development will see a reduction of impermeable land to the south of the B4394, which represents a 6% reduction to the existing site, therefore improving the sites natural capacity requiring less attenuation of surface water runoff. This surface water runoff will be managed through a SuDS drainage strategy incorporating swales and attenuation ponds. The indicative scheme illustrates four attenuation ponds within the green infrastructure associated with the residential area; the attenuated flow associated with this will be discharged north to the River Tern in the diverted culverted watercourse. The indicative design also includes some permeable paving with sub ground attenuation and shallow detention basins. The location of the Aquifer in addition to the nature of ground contamination poses a risk toward the pollution of groundwater unless managed carefully, as a consequence soakaway drainage will require careful management and can be restricted through condition, as required by the EA, but it is also noted the FRA considers such infiltration of run off is infeasible to the south of the B4394 at the outset. The FRA has identified the need to provide attenuation capacity of 2,500 cubic metres, proving a 30% reduction of runoff rate from impermeable areas; this achieves the authorities and national guidance for brownfield run off rates.

7.91. To the north of the B4394 the ground can accommodate surface water runoff, whereby the drainage for the sports pavilion and carpark will be infiltrated into the ground via permeable paving. Run off from the sports pitches will be routed via swales towards the biodiversity area to the northwest, which will then in turn support the ground water levels of the SSSI and its lagoons. All SuDS will be located within the areas of green space that will be managed wither through a management company or adopted by the council. This mechanism is considered appropriate and will ensure the development does not adversely affect the surrounding area by virtue of flooding. Consequently it is considered that the proposal has appropriately considered flood risk, and through the use of condition it complies with local and national guidance.

7.92. The ES has considered the significant implications of the development, during construction and operation considering the sensitive receptors; it then goes on to recommend mitigation measures during both phases. On completion of the development it considers that there would be minor beneficial residual effect on improving ground water levels as a result of the increased green infrastructure; in addition this effect is replicated on the ecological buffer zone, with minor adverse to negligible, or negligible as others. These aspects are considered acceptable.

7.93. Heritage assets

There are no Listed Buildings on the site; however, a number of listed buildings are located within 1 km of the Application Site, including several within Allscott. The nearest Conservation Area is located approximately 1.1km to the south-

east at Wrockwardine, while Orleton Hall Registered Park and Garden (Grade II) is located approximately 2.3km to the south-east of the site. There are very few Scheduled Monuments in the vicinity of the site, one such monument is a ruined castle at Charlton Farm to the south-west of the site. The redevelopment of the application site will not have any impact on the setting of these features. The scoping for the ES scoped out heritage assessments, and consequently it is considered that there is not a significant effect on the historic environment. However there is a need for any reserve matters application to take account of views which contribute to the positive setting of the Conservation Area, in addition to the appropriate density and design; respecting the surrounding villages through the use of modest building heights.

7.94. Prehistoric to Roman period remains have been identified within the surrounding area. A prehistoric flint implement was found in 1914 c. 125m to the southeast of the eastern end of the site. In addition cropmark ring ditches likely to reflect Bronze Age funerary monuments have been noted immediately to the west of the site, accompanied by the remains of a circular single-ditched enclosure potentially representing a settlement of Bronze Age to Roman date. Later prehistoric and/or Roman activity is represented by a cropmark enclosure c. 70m to the south of the east end of the proposed development area. Subsequently an archaeological survey has been undertaken. No clear evidence of features with archaeological interest was recorded within the survey area, though a small anomaly was found, it is considered taking account of the location adjacent to a boundary of the site it may represent detritus accumulating within such areas. The other feature to note is the recording that follows the footpath through the site running north to south; however this footpath has been in place since at least 1882 and thus may also relate to detritus from this route. The survey concludes that overall there is no evidence to suggest further prehistoric to Roman activity is located within the site. The council has considered these comments, and the addendum to the ES which indicates no significant effect and thus raises no concerns with regard to the proposal on this site subject to conditions for a programme of works

7.95. Design and components

The NPPF recognises good design is fundamental to using land efficiently. More intensive development is not always appropriate; however, when well designed and built in the right location it can enhance the character and quality of an area. Density is a measure of the number of dwellings which can be accommodated on a site or in an area; and that the density of existing development should not dictate that of new housing by stifling change or requiring replication of existing style or form. If done well, imaginative design and layout of new development can lead to a more efficient use of land without compromising the quality of the local environment.

7.96. The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development and is indivisible from good planning and should contribute positively to making places better for people. The NPPF advises that *“Planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings”*.

7.97. Paragraph 58 of the NPPF states that planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimize the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Are visually attractive as a result of good architecture and appropriate landscaping.

7.98. Noting the sensitivity of the site, its current vacant condition and its lawful use, the proposed redevelopment of the site presents a number of opportunities to respond to the existing landform and topographical changes integrating the design of the proposed built development with the wider rural character. It should respect the existing character of the surrounding settlements, whilst protecting and integrating with existing field boundaries within the development site. The development should retain and supplement existing landscape features; it should respond to the existing topography of the application site and include specimen tree planting and SUDS throughout integrating the built development within the landscape. Existing tree belts, hedgerows and drainage swales should be retained as a basis for the green infrastructure. Spaces should provide a multitude of functional uses through appropriately designed landscaping, including play, recreation, education, biodiversity and SUDS. Linkages and enhancements should also be established with the adjoining SSSI, using the sites contours and the reinstatement of native species. Any proposal should enhance opportunities for recreation and habitat connectivity by providing appropriate movement patterns through the site reinforcing links with existing footpaths to create locally distinctive green links. Development should be legible through the design of highways and associated planting, creating a sense of place.

7.99. The proposal considers the built form around the existing settlements and whilst it notes there is limited character around the immediate boundaries it considers the wider area of dwellings located within the settlement of Allscott, Wrockwardine and Rodington, with regard to the arrangement along converging lanes, inward facing arrangements contained by existing built form and vegetation. Recognition is made to the common materials and design features in the buildings that from the local vernacular, in particular noting the Duke of Sutherland properties, that would strengthen the new local character if applied to the development. Any design needs to have careful reflection to the

constraints of the site, these include landscape and visual impact, noise from adjacent road and railway networks in addition to proposed and existing uses; in addition to buffer zone for the SSSI. These issues are noted on the opportunities and constraints plan that were prepared at the early stages of consultation with the local authority and the public, from which the later masterplan has derived from.

- 7.100. The masterplan submitted identifies the means of access into the site, infrastructure improvements, the amount and principle of development, landscapes and public open space proposals, illustrating how the uses are intended to work together to create a vibrant environment. There are 4 distinct areas whereby areas 2 and 3 are the primary focus for built form; area 1 and 3 to the north of B4394 remain relatively green through the proposed allotments, sports facilities and ecological enhancements. Area 3 at the eastern gateway for the site, proposes a 'front garden' approach to the development, gradually introducing the built form to the surrounding area. This is created by setting the built form to the rear of the site adjacent to the railway line with community uses creating a centre which then fronts a large village green which will include some form of public art provision. The location of this is derived from the adjacent use of Allscott depot which by the nature of the commercial use will have noise disturbance due to limited controls unless it is causing a statutory nuisance, subsequently the location of a school adjacent to this point reduces the impact on the proposed occupants in this area. The location of the community facilities at this point also allows the site to integrate with the wider Allscott village, providing short and direct access to the new facilities and increasing the sustainability of the existing settlement.
- 7.101. The western gateway to the site is marked by an entrance 'square' formed through the layout of homes. Within the site, the distinct areas are linked by footpath, road and green infrastructure connections, but will be distinguished through variation in form and design detail. The existing tree pattern will be retained and enhanced, with homes set back and accessed to the north through a series of shared private drives. A variation of design will be required along this frontage to reflect the contrasting designs that are evident in the surrounding villages. The rural area demands a variety of housing, of scale, form, and design including wide and narrow frontages, ridge heights and pitches, materials, detailing; this again is reflected in the documentation stating each area will have an inherent variety of street and home types to create distinct areas and to integrate the wealth of green infrastructure. The main spine road that runs in an east-west orientation through all three areas of the site should incorporate sustainable drainage swales, forming an attractive and ecologically diverse green corridor through the site. The majority of homes should front on to open space, or surrounding tree and planting belts, and other areas of the site will have a more traditional village lane character, with winding routes designed to encourage slow vehicle movement.
- 7.102. The proposed density should vary across the site, in this case the proposal puts forward areas of terraced and semi-detached housing around the village green which integrates with the community uses and coupled with the central and main part having a lower density with the use of detached housing to front

public open spaces on the periphery of the site. Overall it is anticipated the site will achieve 30 dwellings /ha, making efficient use of the land resource. The parameters plan also addresses the scale of the development, this will predominantly consist of two storey dwellings with some 2.5 storeys at key locations within the central and eastern parts of the site creating landmark buildings; the primary school shall be single storey, with the adjacent local centre rising to two storey commercial properties. It is noted that the conservation officer wishes to see a low key development, and officers consider it is appropriate to maintain a rural feel, but some rural properties have achieved 2.5 storeys in height and this could be appropriate subject to detailing, punctuations etc. Overall officers are in agreement with the masterplan provided and consider it necessary to impose conditions regarding development in accordance with it to ensure the appropriate form of development is consistent across the site, and not in any way weakened at the reserved matters stage. The proposal is a rural development, creating essentially a new village and thus standard urban form will not be accepted here.

7.103. The scale of the development is large and consequently it will be delivered over a number of years, and by a number of different developers. The primary school and eastern section of the site will be part of the initial delivery, with remediation beginning from this locality moving east to west in approximately 4 phases. There is therefore a need to consider phasing and delivery of both the development construction and design but this can be appropriately controlled through condition.

7.104. Planning Obligations & Viability

7.105. *Affordable housing:*

Saved Local Plan Policy H23 suggests that an affordable housing requirement of 38% would be pursued on all allocated housing sites within the urban area. This is increased within the Rural area to 40% as detailed in policy CS7; further support for this level is evident through the Council's 2009 Affordable Housing Viability Study which suggested that a requirement for 40% threshold should be set within the rural area. This site however is not a 'standard greenfield site' that would be anticipated to come forward within the rural area; it is a strategic brownfield site that is not only contained but requires significant investment and mitigation to achieve sustainable development without having a significant impact on the environment. Subsequently officers have maintained that the level of affordable housing to be considered is 38% on site provision, and having taken account of the applicants viability assessments officers accept the need to reduce this figure. In this case 10% affordable housing is proposed. This figure has been derived following protracted discussions relating to the viability of the scheme. A viability appraisal has been submitted and verified by the Council's Housing & Investment Manager who has responsibility for such matters. It is concluded that in order to provide the range of contributions necessary to make this development acceptable in planning terms, the reduction to 10% on-site provision is reasonable. Members are asked to note that the total costs of all S106 contributions will equate to £4,702,020, excluding the adoption of any open space / ecology park, and without the provision or

adoption of the social club and sports pitches. This figure alone equates to a contribution of £10,004 per dwelling, which is significantly above the average rates of the borough, including any greenfield sites.

7.106. Education:

Paragraph 72 of the NPPF states that great weight should be given to the need to create schools in order to ensure that a sufficient choice of school places are available to meet the needs of existing and new communities. This is supported by WLP policy H22 which recognises that major new housing development will generate additional demands upon existing levels of education provision. Originally during pre-application discussions the Education department requested contributions circa £1.1m towards primary education facilities, as requests for new primary education facilities are normally triggered by approximately 750 homes; however on assessing existing capacity it became evident that any development would require the provision of primary school on site. Taking account of the number of units coming forward it was determined that a school to accommodate 156-200 pupils would be required; this will be a single form entry school, and both the land and construction costs are required from any approval. The area of land to be transferred to the council will cover 1ha, and after completion it will be given academy status.

7.107. There has been significant debate around the cost of the school over the past 12 months, and on submission of the application a realistic costing was provided to the Council by a contractor. The cost to plan, erect, equip and transfer the school is projected at £4.2 million. The applicant has always contended that the figure provided by the council is significantly too high and that in addition the proposed school will provide surplus spaces as well as the ability to extend catering for needs not generated by this development. Subsequently on submission of the application the draft heads of terms set out the ability to provide a complete package that included £3.7m for the school, in addition to the land. Following negotiations between the applicant, education and property & investment an agreement has now been reached by all parties for the provision of £3.9m in addition to land which will accommodate the primary school on site.

7.108. It is acknowledged that the site will generate a number of residents that will require secondary education and by taking account of the location of the proposal, which is greater than 3 miles from the nearest facility, the council is obliged to provide transport. Utilising the education formula the proposal generates a contribution of £690,225 towards secondary education, which would be invested in extending the nearest secondary school (Charlton School, Wellington); in addition a figure of £351,500 was requested to provide the means of transport to the schools. These figures were not included within the package proposed by the applicant and thus any additional figures have implications for the balanced package provided. It was considered that the provision of primary school education facilities was the Council priority and taking account of the significant contribution for the provision of the primary school officers have not pursued the contribution of secondary facilities, however contributions for the secondary school transport have been pursued.

Following detailed discussions with both Highways and Education it is agreed that a combined sum of £500,000 can come forward to cater for both public transport and secondary transport over a 5 year period to avoid any duplication, as detailed earlier in the report.

7.109. Leisure and recreation:

The scale of the application triggers on site provision of leisure and recreation facilities, and the applicants have committed to provide an on-site Neighbourhood Equipped Area of Play (NEAP). The applicant can therefore appoint a management company to maintain this area or they can seek adoption from the council. Early indications had been made by the applicant that they would not seek adoption of the facilities however more recently an enquiry was made with regard to the costs for the Council to adopt these facilities. The initial estimated for this to take place is in the region of £100,000. The applicant has not yet confirmed agreement to the figure and thus the S106 shall remain flexible to allow either option. The costs of either scenario have been modelled within the applicants viability exercise and are available for either method.

7.110. Provision of open space / ecology park

There are large amounts of open space throughout the development equating to approximately 9.8ha of open space. This includes both blue and green infrastructure, enhancements to the existing tree belt around site boundaries and new formal open space through this area which contains the NEAP. Again the applicant had indicated that such areas would be maintained through a management company, however more recently an indicative figure had been requested; however due to the scale of the area and possible scenarios this figure has not yet been derived. The S106 is therefore written so that it can remain flexible to allow either option. A similar scenario is derived for the ecology park, however timings for the delivery of the ecology are imperative to ensure that the development does not have an adverse impact on wildlife and consequently the inclusion of its delivery should also be included in any legal agreement.

7.111. Provision of public art

The applicants are in agreement to provide public art on the site, which will come forward as part of the reserve matters application for landscaping of area 3, consequently no contributions are sought. The adoption of any area would fall under open space and thus is considered in the paragraph above.

7.112. Provision of allotments

Area 4 provides facilities for allotments; the applicant has indicated that this will be transferred to the parish council; subsequently no S106 contributions are sought for this areas adoption.

7.113. Provision of sports pitches

The proposed pitches identified in Area 1 are to be maintained by the existing Sports and Social Club and as such no contributions are sought for their adoption; however it is considered necessary that the legal agreement ensures

the right for effective community use of the facilities through a community use agreement.

7.114. Highways:

In addition to the conditions as detailed earlier in the report it is necessary to provide contributions towards improvements within the wider area to mitigate against the effects of the development; following the traffic modelling, and consideration by the three parties – TWC Highways, Shropshire Highways and the Highways Agency. The requests for mitigation have only been made by TWC highways and in addition to the combined bus contribution to improve public transport facilities and cater for secondary school transport the following contributions have been agreed:

- £137,100 towards a traffic signal junction improvement scheme at the B5061 Roman Road/Holyhead Road Junction.
- £99,920 towards a roundabout junction improvement scheme at A442/A5223/B5063 Shawbirch Roundabout.
- £25,000 towards Public Rights of Way Improvements in the vicinity of the site.

7.115. Network rail:

Network rail have requested a contribution of £10,000 towards the improvement of signage at the Allscott Level Crossing, which is accepted by the applicant.

7.116. Monitoring:

- Monitoring contributions are sought for three areas, this includes:
- £5,000 towards Travel Plan monitoring and support
- £5,000 towards Air Quality monitoring
- £20,000 towards planning and financial monitoring of planning conditions and section 106.

The applicant has agreed the provision of these contributions.

7.117. The above S106 requirements are considered necessary and follow the guidance as set out by the CIL regulations 2010, whereby these contributions are necessary to make the development acceptable in planning terms, they are directly related to the development, and are fairly and reasonably related in scale and kind to the development.

8.0 CONCLUSION

8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise. The proposed development is located entirely within the rural area. Policy CS7 provides guidance as to where development should be focused, and outside of this limited and within the open countryside strictly controlled. The application site does not lie in or near to any of the three named settlements and therefore would fall contrary to the Core Strategy in normal circumstances. However the proposal represents an exception to this policy, which was recognised by the Inspectorate at the Public Examination of the Core Strategy, who appreciated that this site had recently become available as a significant brownfield site, and that *any development* would be contrary to this

policy, regardless of the proposal. Therefore its future use represented a problem at a strategic level, and consequently any use would need to be considered against the application of national policy. Whilst the Inspectorate was not entirely happy with this approach the Core Strategy was too far advanced with no evidence base for this site, and thus the Inspector gave allowance in his report to consider any future applications against national guidance at that time until the Core Strategy had been updated from 2016. This created a strategic policy approach for determining applications on this site.

- 8.2 The application of the National Policy criteria to this application is also reinforced where the local authority is unable to demonstrate a deliverable supply of 5 years. In this situation development that is sustainable should be approved without delay, unless any adverse impact of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF when considered as a whole.
- 8.3 The proposal comprises of a number of elements to create a sustainable community, formed from the delivery of housing, primary education, local centre, play facilities and sports pitches, green infrastructure - including an ecology park and allotments. This will support the existing local economy in turn by creating demand for services as well as creating and supporting employment both directly and indirectly. The details of these uses have been researched and it is considered that a viable scheme that can be delivered. The proposed development will provide a number of facilities and its construction is considered sustainable, meeting the three sustainable threads required in the NPPF, having a social, economic and environmental role.
- 8.4 The proposed location has sensitivities within the wider area and these are identified and assessed, in particular highways impacts which therefore require adequate mitigation measures through contributions and highway works. The proposal will retain and enhance existing habitats and green spaces as part of the development and will provide a new ecology park as well as remediating a contaminated site. The landscape character within the rural area has been adequately assessed and it is considered that the proposal can adequately be accommodated on this brownfield site without causing significant harm environmentally, and thus there are no specific policies within the NPPF which indicate why development should be restricted.
- 8.5 The application was supported by an Environmental Statement. This considered a number of elements, and demonstrates that the adverse impacts of the development relate primarily to construction, including the effects resulting from changes to the landscape and views; noise from construction; and potential for surface and groundwater contamination. It concludes that subject to the proposed mitigation measures as set out in the ES and supporting appendices, that the adverse impacts of the development, including noise, transport, air quality, landscape, ecology, flood risk and water management, socio economics and ground conditions would be negligible and in most cases beneficial. There are no impacts that significantly and demonstrably outweigh the benefits of the development of this redundant brownfield site to form a viable and thriving community.

- 8.6 The proposal is supported by a masterplan which sets out a vision to create a new sustainable village, that will provide a range of high quality sustainable homes and supporting neighbourhood facilities that complement both the new and existing communities. The masterplan provides details on layout, landscaping, scale, access, phasing, details and materials and sets out how each of these address the constraints of the site, both physical terms and in policy. This masterplan will ensure the appropriate delivery of the development especially when a number of separate developers are envisaged to be involved in the construction of the development.
- 8.7 The proposal has generated considerable objection and concern locally in particular with regard to highway safety of the wider area; however the issues that have been raised have been carefully considered by the Highways Agency, Shropshire Highways and Telford & Wrekin Highways who have raised no objection to the development subject to appropriate conditions that include highway improvement works to the B4393 and a scheme for traffic management highway works for the village of Wrockwardine including those routes into the village. Consequently it is considered that the proposal can overcome technical issues associated with the development on a number of matters, and such conditions meet the required tests as set out in the NPPF.
- 8.8 Accordingly it is considered that the proposal as a whole creates a suitable community that provides a viable and plausible use of the redundant brownfield site that accords with planning policy guidance.

9.0 RECOMMENDATION:

- 9.1 To GRANT DELEGATED AUTHORITY to the Development Management Service Delivery Manager to then refer to National Planning Casework Unit on behalf of the Secretary of State under Circular 02/2009 and the Ministerial Statement of the October 2012 to GRANT OUTLINE PLANNING PERMISSION subject to the following:

- A.) The applicants entering into a Section 106 agreement with the Council (terms to be agreed by the Service Delivery Manager of Development Management with that officer being authorised to impose planning conditions rather than Section 106 planning obligations to secure the non-financial requirements should he consider it appropriate) that includes the provision of:
- i. £3,900,000 towards onsite provisions of primary education facilities in addition to the transfer of land to the Council of no less than 1ha.
 - ii. £500,000 towards Public transport improvements, including secondary education transportation
 - iii. £137,100 towards a traffic signal junction improvement scheme at the B5061 Roman Road/Holyhead Road Junction.
 - iv. £99,920 towards a roundabout junction improvement scheme at A442/A5223/B5063 Shawbirch Roundabout.
 - v. £25,000 towards Public Rights of Way Improvements in the vicinity of the site.
 - vi. £10,000 for improved signage at Allscott Level Crossing
 - vii. £5,000 towards Travel Plan monitoring and support

- viii. £5,000 towards Air Quality monitoring
- ix. £20,000 towards planning and financial monitoring of planning conditions and section 106.
- x. 10% affordable housing
- xi. Onsite NEAP facilities (with terms to cover the possibility of transfer to and adoption by the Council if required)
- xii. Public open space / SuDS / Ecology park (with terms to cover the possibility of transfer to and adoption by the Council if required) where identified by applicant in accordance with the Councils Schedule of Rates
- xiii. The ecology park
- xiv. The Sports facilities and pitches including a community use agreement
- xv. The allotments (with terms to cover the possibility of transfer to and adoption by the Council if required)
- xvi. High speed broadband
- xvii. A healthcare facility

B) The conditions to be finalised in the update to board, with authority to the Service Delivery Manager of Development Management to amend and impose additional planning conditions relating to the following:

1. Time Limit
2. Submission of Reserved Matters applications
3. Reserved Matters details, including sports facility details
4. Approved Up to 470 dwellings, no more than 2.5 storeys high.
5. Provision of uses
6. Development parameters plan.
7. Phasing Plans
8. EIA
9. Earthworks
10. Foul and surface water drainage, including surface water drainage restrictions
11. Watercourse details
12. A full scheme of highways improvement works to the B4393
13. A full scheme of traffic management highway works for the village of Wrockwardine,
14. A full scheme of traffic management highway works for Station Road, Admaston
15. Construction highway details and residential layout
16. Travel Plan
17. Environmental site management details, including Pollution Prevention and Construction Management Plan
18. Ecological Method Statement,
19. lighting plan,
20. 29 woodcrete bat boxes, and 30 woodcrete artificial bird nests,
21. Updated version of the Landscape and Biodiversity Management Plan,
22. Updated information relating to timescales for provision of ecological mitigation within the Ecology Park,
23. Updated badger survey.

24. Contamination conditions
25. Noise mitigation
26. Programme of archaeological work
27. Sport and recreation conditions, including NEAP details
28. Landscaping, including boundary details, proposed & existing functional services above and below ground; planting plans to include species, sizes, numbers and planting pit details
29. Tree retention plans
30. Arboricultural Implication Assessment
31. Sustainability – Code Level 4 / BREEAM very good
32. Network rail risk assessment
33. 2m gap adjacent to railway