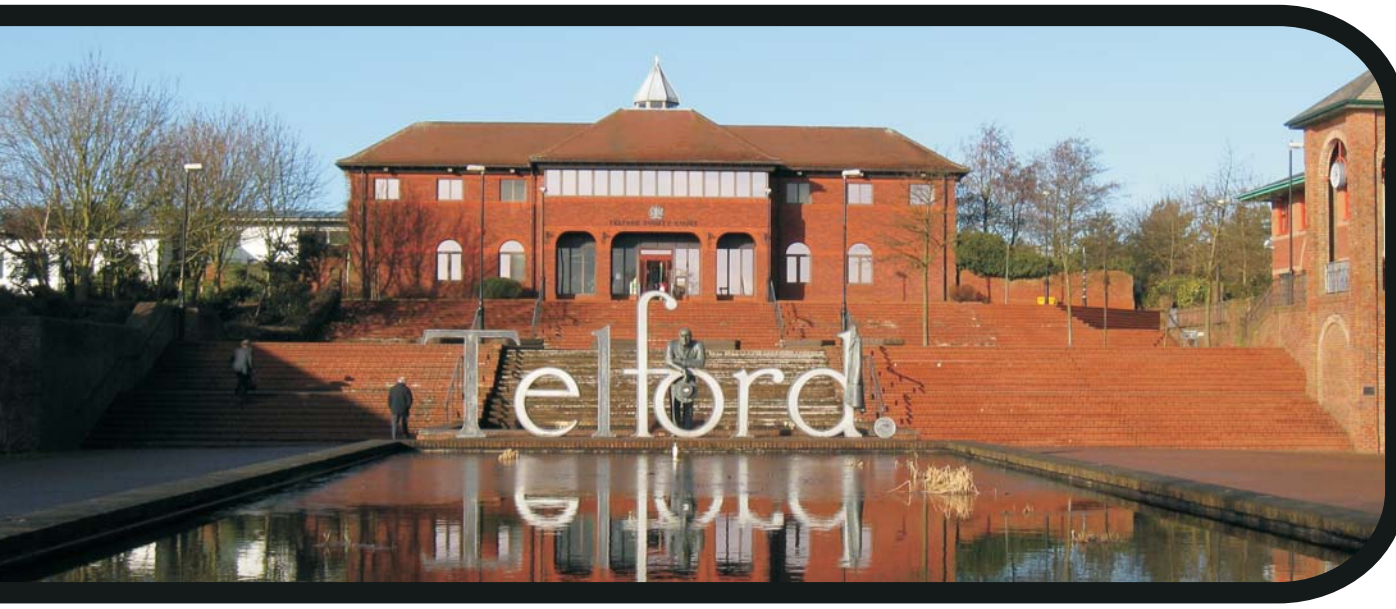
Local Development Framework

Central Telford Area Action Plan
Sustainability Appraisal

Proposed Amendments

February 2010



SA

Telford & Wrekin COUNCIL

Foreword

If you would like free help to understand this document in your own language, please phone us on 01952 382121. You can also get this information in large print, in Braille and on audio tape.

ਜੇ ਤੁਸੀਂ ਇਸ ਵੈੱਬਸਾਈਟ ਨੂੰ ਸਮਝਣ ਵਾਸਤੇ ਆਪਣੀ ਬੋਲੀ ਵਿਚ ਮੁਫ਼ਤ ਸਹਾਇਤਾ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਸਾਨੂੰ **01952 382121** ਉੱਤੇ ਫ਼ੋਨ ਕਰੋ, ਜਾਂ ਇਹਨਾਂ ਨਾਲ ਸੰਪਰਕ ਕਰੋ :

如果你想得到以中文來了解這個網站的免費協助服務，請打電話 01952 382121 和我們聯絡，或接洽

اگر آپ کو انٹرنیٹ کی اس ویب سائٹ کو اپنی زبان میں سمجھنے کیلئے مفت مدد کی ضرورت ہے تو برائے مہربانی یا تو 01952 382121 پر فون کریں اور یا پھر اس پتے پر رابطہ کریں:

Jeżeli potrzebują Państwo bezpłatnej pomocy w zrozumieniu tych informacji w swoim języku ojczystym lub nagranych na taśmie, napisanych dużym drukiem lub w alfabecie Braille'a, prosimy o skontaktowanie się z Telford & Wrekin Council pod numerem 01952 382121.

.1 If you need any further information relating to this document please phone the Development Plans Team on 01952 384247

Contents

1 Summary and Outcomes **6**

Non-technical summary 6

Introduction 11

Consideration of the likely significant effects 12

2 Appraisal Methodology **17**

Approach adopted to the SA 17

When the SA was carried out 20

Who carried out the SA 21

Who was consulted, when and how 21

Difficulties encountered in compiling information or carrying out the assessment 23

3 Background **25**

Purpose of the SA and the SA Report 25

Plan objectives and outline of contents 26

Compliance with the SEA Directive/Regulations 29

4 Sustainability Objectives,Baseline and Context **32**

Description of the social, environmental and economic baseline charateristics and the predicted future baseline 34

Main social, environmental and economic issues and problems identified 39

Limitations of the information, assumptions made, etc. 42

The SA framework, including objectives, targets and indicators 43

Monitoring Results 53

5 Preferred Options SA Results September 2007 ..... **55**

Objectives 55

Policies 56

Sites and Options 62

Delivery 72

6 Publication Character Areas and Sites Allocations SA Results - June 2009 ..... **74**

Introduction 74

Town Centre Character Area 74

Old Park Character Area 79

Central Park Character Area 83

Contents

Malinslee Character Area 86
Hollinswood Character Area 88
7 Publication Policies SA Results - June 2009 90
Introduction 90
Vision and Objectives 90
Mixed Use 90
Retail 90
Employment 91
Housing 91
Leisure, Culture and Tourism 92
Transport 92
Built Environment 94
Natural Environment 95
Delivery 97
8 Publication; Propsed Amendments Character Areas and Site Allocations SA Results - February 2010 99
Introduction 99
Town centre Character Area 99
Old Park Character Area 102
Central Park Character Area 105
Malinslee Character Area 108
Hollinswood Character Area 110
9 Publication; Proposed Amendments Policies SA Results February 2010 112
Introduction 112
Vision and Objectives 112
Mixed Use 112
Retail 112
Employment 113
Housing 113
Leisure Culture and Tourism 114
Transport 115
Built Environment 118

Contents

Natural Environment 120

Delivery 121

List of Appendices **123**

1 Summary and Outcomes

1

1 Summary and Outcomes

Non-technical summary

This SA Report is the re-issuing of *June 2009 SA Report of the Publication stage of Central Telford Area Action Plan (CTAAP)*. It accompanies the new *CTAAP Publication; Proposed Amendments February 2010*.

The June 2009 SA Report (of the Publication stage of CTAAP) still appears in full, but new SA material covering the *CTAAP Publication; Proposed Amendments February 2010* has been added in Chapters 8, 9 and Appendix 10 of this report. New material elsewhere in the remainder of the report is limited and is underlined and proposed deletions are shown in strikethrough.

Chapters 8 and 9 are the only Chapters available for comments during the public consultation in March/April 2010 of *CTAAP Publication; Proposed Amendments February 2010* (and this accompanying SA Report).

The remainder of this SA Report has not been updated. It is noted the Council reviewed its Local Development Scheme in October 2009 and therefore certain references (such as to specific Development Plan Documents or Supplementary Planning Documents) will now be out of date (the Council's Local Development Scheme is available here: http://www.telford.gov.uk/Environment+and+planning/Planning/Local+Development+Framework+-+Local+Development+Scheme+%28LDS%29.htm)

A small clarification has been inserted however, to better explain the relationship between SA objectives and Plan objectives as this was specifically raised at examination.

1.1 Telford and Wrekin Council is working towards producing a Local Development Framework (LDF). This framework will contain a series of documents which will set out policies for spatial planning in the Borough to 2016.

1.2 Sustainable development is the core principle underpinning planning. Sustainable development means balancing social, environmental and economic needs both now and in the future within the LDF. To help ensure that the Local Development Framework documents are sustainable, a Sustainability Appraisal (SA) has been undertaken and has incorporated the legal requirements of the "Environmental Assessment of Plans and Programmes Regulations 2004". This Non-technical Summary sets out the overall findings of the assessment process.

1.3 The results of the Sustainability Appraisals of the Draft ~~Pre-Submission~~ Central Telford Area Action Plan Publication: Proposed Amendments February 2010 (CTAAP 2010) objectives, site allocations and policies are predominately positive, with many recommendations presented and taken up by the policy writers to improve the sustainability of the CTAAP document. CTAAP Publication; Proposed Amendments February 2010 is referred to as CTAAP 2010 in the rest of this report. The individual results for each CTAAP objective, policy and site allocations can be found in Appendix ~~A~~ H, and the summaries of these SAs can be found in Chapters ~~7~~8 and ~~8~~9 of this Report. An example of SA recommendations resulting from these appraisals and the associated policy writers response can be found in Table 1.

1 Summary and Outcomes

1.4 Key themes that have emerged from all of the SAs have been the importance of ensuring that the CTAAP leads to: an improvement of pedestrian, cycle and public transport links/routes around the Central Telford Area; a greater mix of uses in the town centre to create a vibrant centre to Telford which will provide greater employment opportunities and provide a better public realm; a reduction in noise, light and air pollution, a low carbon footprint of new development and accordance with the forthcoming Reducing the Carbon Burden, Green Spaces, Design Guide and the adopted Design for Community Safety Supplementary Planning Documents (SPDs) in any development coming forward. One possible economic sustainability concern is that a more vibrant town centre with a night time economy may negatively impact on the existing night time economy of the District Centres in Telford.

1.5 The Vision and Objectives of CTAAP provide a clear framework to guide future development to deliver a sustainable, vibrant town centre which will improve the attractiveness of Central Telford. CTAAP policies are considered to cumulatively result in the realisation of the Vision and Objectives.

1.6 Sites allocated for development in CTAAP have predominately resulted in positive outcomes when appraised against the Sustainability Objectives. Existing valuable green features within site allocations should be protected. By introducing mixed use, including residential development, into the Town Centre will greatly improve the sustainability of the area.

1.7 As CTAAP is only the second Development Plan Document (DPD) to reach this stage (the Core Strategy DPD was adopted in December 2007), the majority of the LDF documents are still emerging, thus some of the SA recommendations for CTAAP are a more appropriate fit with forthcoming documents, especially the Reducing the Carbon Burden and Design Guide SPDs.

1.8 The supporting appendices of this SA are contained in a separate annex due to their supporting nature. This annex of appendices is available from the Council upon request and will be made available on the Council's website when the consultation period for the ~~Pre-Submission~~ CTAAP Publication: Proposed Amendments begins.

Key Development and Sustainability Issues for the Borough

1.9 The new LDF must deliver national and regional strategies and help achieve the ambitions of the local community. As a spatial plan it must tackle the development issues of each relevant strategy. At the same time, consideration must be given to the physical makeup of the Borough, in particular the current urban form in Telford stemming from its new town origins. The key development and sustainability issues for the Borough have been identified and explored over the last few years through a series of focus groups and workshop sessions.

1.10 The key development issues for the Borough are:

- Regeneration;
- Telford Town Centre;
- Newport and District Centres;
- Economic Development;
- Access;
- Neighbourhoods;

1 Summary and Outcomes

- Natural and Built Environment;
- Waste.

1.11 The main sustainability issues identified for the Borough include high car use, the need to protect the natural environment and cultural heritage and the high rate of housing growth, together with the need to balance that growth with jobs and services.

Central Telford Area Action Plan

1.12 The Central Telford Area Action Plan (CTAAP) provides a planning policy framework for the substantial developments expected to come forward in the town centre over the coming years. It is considered important to better integrate the town centre with surrounding areas to create a more coherent urban structure and also to promote appropriate development in surrounding areas at Central Park and Old Park (mainly employment uses). The framework is also expected to help regenerate the neighbouring New Town estates at Hollinswood and Malinslee.

1.13 The Core Strategy contains the overarching spatial strategy for the Borough and recognises the importance of Central Telford in delivering the development vision for the Borough. The CTAAP Spatial Development Strategy contains the Spatial Vision and Objectives for Central Telford. The key components of the Vision are:

- A centre with a vibrant heart;
- A distinctive sense of place;
- A place for living;
- An accessible and connected centre;
- A centre built with a lower environmental footprint;
- A green community.

The Sustainability Appraisal

1.14 The SA Scoping Report 2008 sets the context and objectives for Sustainability Appraisals, establishes the baseline and determines the scope (stage A of the SA process). The Sustainability Framework (SA Objectives, methodology and indicators) is derived from this scoping report. The sustainability objectives have been developed from the baseline data which was collected and through consultation with external organisations. The first SA Scoping Report for Telford and Wrekin Council was published in May 2005. However since 2005 there has been several SA and SEA guidance documents published including the ODPM's (now Communities and Local Government department (CLG)); *Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents; Guidance for Regional Planning Bodies and Local Planning Authorities,* in November 2005.

1.15 To fully reflect SA and SEA guidance and to provide more up to date and detailed information to allow a more thorough understanding of the issues facing the area, informing the SA objectives a revised SA Scoping Report was produced in March 2008. This SA Scoping Report 2008 has resulted in a revised set of SA objectives, methodology, indicators and updated baseline information. It is this revised Sustainability Framework which this SA of the Pre Submission CTAAP has used. Appendix B shows a blank SA Matrix using this Sustainability Framework.

1 Summary and Outcomes

1.16 The SA of the CTAAP Preferred Options Report (POR) was published in September 2007. Work on the Pre Submission CTAAP has been ongoing until February 2009. In late 2008 SAs of draft Submission policies, sites and objectives were undertaken. The results of these SAs and their recommendations have resulted in the final CTAAP document. The results of the SAs of the draft CTAAP Publication; Proposed Amendments February 2010 have also influenced the final CTAAP 2010. Examples of the SA recommendations can be found in Table 1.

1.17 A Sustainability Matrix was used in order to assess all objectives, options and policies to determine whether they accord with the Sustainability Objectives. In most cases due to the complex nature of the objectives, options and policies and the different development scenarios that each provide, it is not possible simply to say that they either accord or are in conflict, thus a range of responses have been recorded. All CTAAP objectives, site allocations and policies were assessed against the sustainability objectives to determine whether they accord or are in conflict. Mitigating measures that may need to be applied to address the sustainability issues were identified. A SA was also conducted which demonstrated the overall compatibility of the CTAAP objectives with the SA objectives, this is contained in Appendix C.

Mitigation Measures

1.18 In identifying the possible effects of implementing the CTAAP, mitigation measures have been suggested to limit any negative impacts. Mitigation measures have, for the main part, taken one of three forms. Firstly, amendments suggested to the wording of a policy/site allocation can prevent predicted negative impacts altogether or reduce the severity of impacts that cannot be prevented. Secondly, the predicted negative impacts of one policy can be mitigated for in the wording of another policy. Thirdly, mitigation measures suggested for inclusion in other LDF documents can further define exactly how the CTAAP will be implemented. Below is a summary of the measures recommended for various proposed DPDs/SPDs as a result of the Sustainability Appraisal:

Reducing the Carbon Burden SPD:

- Renewable energy requirements;
- Energy efficiency requirements;
- Efficient use of natural resources;
- Adaptability to climate change.

Design Guide SPD:

- Sustainable Urban Drainage;
- Waste management during and after construction of the site;
- Long lasting adaptable homes to retain affordability and appropriateness;
- High quality sustainable design.

General Policies DPD (formerly Development Control DPD):

- Include energy efficiency requirements;
- Effective waste management;
- Efficient use of natural resources;
- Adaptable long lasting development.

Green Spaces SPD:

1 Summary and Outcomes

- New open space should compliment the built environment, not fragment existing communities (permeability and safety);
- Recognition of the role of the green open space in terms of the 'green lungs' and storm water retention features;
- Greenfield sites should be assessed prior to development in terms of the value to the community;
- The fragmentation of communities or habitats by major transport routes should be avoided.

1.19 Where changes are made to the Council's LDF programme these measures will be taken forward in alternative documents, e.g. Mitigation measures suggested for the General Policies DPD will be taken forward in the Core Strategy Review instead - see October 2009 Local Development Scheme.

1 Summary and Outcomes

Introduction

Consideration of Significant Effects

1.20 Once the individual, permanent and temporary, short, medium and long term and cumulative impacts of the policies and site allocations in CTAAP 2010 had been identified, it was possible to assess what the likely effects would be. CTAAP 2010 addresses the need for housing in the town centre, the limited opportunities for activity in the evening and the unfriendly environment for pedestrians, this development will clearly have many impacts on the Central Telford area. It is anticipated that by 2016 (end of CTAAP plan period) that Telford Town Centre will have been transformed into a town centre that Telford can be proud of.

1.21 Temporary impacts considered when conducting the SA of site allocations include possible increase in noise and air pollution affecting existing surrounding residential areas, and possible disruption to surrounding businesses while new development is built.

1.22 The cumulative impacts of the implementation of the CTAAP 2010 policies and site allocations are considered to be overwhelmingly positive for Central and the wider borough. A mixed use vibrant town centre with a pedestrian friendly environment, better linked to the surrounding areas and improved links between public transport centres (i.e. The Bus Station and Telford Central railway station) will bring social, economic and environmental benefits to Telford and the wider area.

1.23 A common theme from many of the SAs of the CTAAP 2010 site allocations and policies was that the CTAAP vision of creating a 'low carbon town centre' accords with many of the environmental sustainability objectives but is perhaps not emphasised enough in the CTAAP 2010 site allocations and policies. However, the forthcoming Reducing the Carbon Burden and Design Guide Supplementary Planning Documents (SPDs) will provide the detail of how low carbon developments can be achieved. Thus many of the CTAAP SAs have recorded results which would require the implementation of these SPDs in future Central Telford development in order to mitigate any negative effects. There is a risk therefore, that any development coming forward before these SPDs are adopted will be of a less sustainable quality than developments coming forward after the adoption of these SPDs.

Monitoring

1.24 The LDF Annual Monitoring Reporting process has been developed to ensure the LDF is monitored against the aim of delivering sustainable development. The report includes a complete list of baseline data for each indicator along with suggested benchmarks and targets and can be viewed on the Council website. Suitable benchmarks allow changes in indicators to distinguish changes resulting from factors not controlled or influenced by the plan. The extent to which the DPD is contributing to the achievement of Sustainability Objectives will be monitored and reported on annually in this report. Further monitoring contained within the LDF Annual Monitoring Report is necessary to assess the accuracy of predictions of sustainability effects of the DPD and to highlight any unpredicted adverse effects.

1 Summary and Outcomes

Consideration of the likely significant effects

Difference the Process has made to Date

1.25 The Council embarked on early community engagement for the issues and options stage of the CTAAP in June 2004 before the draft ODPM guidance on SA's was published. However, sustainability issues were addressed during the visioning workshops conducted at this stage. For example the 'key issues and options' workshops addressed the issue of accessibility and how dependency on car travel could be reduced and managed.

1.26 Sustainability issues were also discussed between officers at the issues and options stage of the production of the CTAAP Preferred Option Report (POR) DPD. The sustainability issues and the potential effects of the proposed options were considered in the short, medium and long term. Possible secondary, cumulative, synergistic, positive, negative, temporary and permanent effects of the proposed options were also taken into account by officers during the decision making process. In addition a cross party working group with delegated powers to progress the LDF was established and ensures that sustainability principles are addressed by the LDF. Policy officers have also taken into consideration the objectives of local, regional, national and international plans and programmes. These have been identified in the Scoping Report produced as part of the SA process.

1.27 The Preferred Options were developed from the Issues and Options identified in the visioning workshops and wider internal and external consultation undertaken in June 2004. The Preferred Options Report Sustainability Appraisal was considered by the policy officers and a number of amendments were made to the CTAAP POR document at that point. However, in some cases the policy officer was unable to follow the recommendation of the Sustainability Appraisal due to other strategic issues, wider factors and data which was been made available at a later date.

1.28 The Preferred Option Report SA went out for consultation alongside the CTAAP Preferred Option Report. Although representations were invited on the SA report itself, it was also a technical document to assist those wishing to make a representation on the CTAAP POR. In response to the consultation on the CTAAP POR the Council received around 600 representations, which can be viewed at Darby House Council Offices or on the Council's website.

1.29 Policy writers have used the SA work undertaken at the Preferred Options stage, alongside representations made on the CTAAP Preferred Option Report and any further information gathered, to determine the Pre-Submission content of the objectives, site allocations and policies. It is important to appreciate that sometimes greater weight may be given to one particular aspect of the SA than another. This may be because the Borough is experiencing a particular or identified problem around one topic area which is considered to be important enough to override other concerns identified. Issues identified in the SA of a policy/site allocation resulting from a negative score are sometimes more suitably addressed at a different level of the LDF process, e.g. SPDs.

1.30 As the CTAAP Preferred Options Report was developed into a Pre-Submission version the policies and objectives were appraised at a number of stages. Appraisals of draft policies, site allocations and objectives were ongoing. Table 1 shows examples of how social, environmental and economic problems were considered in developing the policies and proposals.

1 Summary and Outcomes

Table 1 : Changes to Pre-Submission CTAAP as a Result of SA

Policy	Issue Identified in SA	Remedial Measure in Submission Document
Vision	Under the Accessible and Connected Centre section, the second bullet point 'Improvements to existing foot and cycle routes and provision of new ones, including better links between Hollinswood, Malinslee, and new linkage between Central Park and the Town Centre' needs to mention improving the links to Old Park	This bullet point had been removed due to a perception of repetition. Following the SA recommendation it was reinserted as it was recognised that it added value
CT6 Leisure, Culture and Tourism	Recommend adding to end of bullet (b) Where schemes involve the provision of uses related to the night time economy in close proximity to residential uses, development proposals should demonstrate that appropriate mitigation measures are proposed. Measures should ensure the protection of amenity by reducing/limiting the impact of noise associated with such uses. Alternatively, add similar statement to Design Principles No. 3 Mixed Use	This issue was accepted by the policy writer as it is a common complaint of residents in most other town and city centre. It's clearly a concern that could result from new development following the mixed use vision for Telford Town Centre core. Need to seek to minimise in policy, and reference has been added to Design Principles
~~CT8~~ CT10 Parking	Mixed use multi storey's should be encouraged rather than just a 'car park' this element is not pushed enough in the policy	Wording added to policy 'provision of parking facilities above or below other uses as part of mixed use schemes will be supported.' Words to this effect are in the supporting text to the parking policy.
~~CT11 Bus Station~~ *This policy has been superseded by policy CT12 Public Transport in CTAAP Publication; Proposed Changes	~~The new bus station not to be adjacent to any residential area to minimise noise and light pollution~~ * CT12 does not propose moving the bus station thus this recommendation is not appropriate.	~~Policy changed to state 'Located so as to minimise impact on residential areas'~~
CT~~16~~ 19 Biodiversity	A potential mitigation measure is the need to recognise the importance of appropriate site management for sites which have been enhanced to ensure benefits remain ongoing. The importance of the continuing management of sites which have received enhancements needs to be emphasised more in the policy/supporting text	Some minor rewording was conducted to include a reference to ongoing management of sites

1

1 Summary and Outcomes

~~OP2a~~ SA5 Park Lane	Tree boundary to Park Lane should be retained to reduce noise pollution	Policy now makes reference to safeguarding existing natural features on site including tree boundary to Park Lane.
~~MA4~~SA13- Land At Church Road	Respect the church boundary and retain buffer	Policy has been amended to refer to setting of the Church and provision of a suitable buffer to the adjacent open space.
Town Centre Vision and Objectives	Add sustainable to the Vision for the Town Centre.	Sustainable has been added to the Town Centre Vision.
CT4 Residential	No mention of Code for Sustainable Homes.	Supporting text amended to include reference to Code for Sustainable Homes.
OP1 Old Park West	Protect the woodland boundary which borders Hollinshead Way, to reduce any conflicts between the floodlit sports facilities at Thomas Telford School and development proposed for SA4.	Added Hollinshead Way to bullet point in SA4 to protect the woodland boundary and reduce potential conflict between neighbouring land uses.
CT9 Other Highway Improvements	Greater emphasis on improvements to pedestrian and cycle access, or a reference to the pedestrian and cycle network policy would be needed to improve the sustainability of this policy	this policy now outlines with greater emphasis the highway improvements needed to support the pedestrian and cycle link improvements.
CT14 Environmental Sustainable Buildings	strengthening the point that building standards will increase over time to CSH Level 4 and above in line with legislation;	*"As Building Regulation standards increase towards achieving zero carbon development, residential proposals will be expected to meet the corresponding higher levels of CSH"* Text within paragraph 4.218 supports this policy statement
CT6a Establishing the Evening and Night time economy	Insert reference to the importance of design. Re word last sentence of policy to: *'any planning application should demonstrate that no leisure use by itself or cumulatively with other similar uses create an unacceptable impact on neighbouring uses by reason of traffic, noise and light pollution or disturbance.'*	Reference to design inserted in policy/supporting text.

1 Summary and Outcomes

TC7 Telford Gateway	Incorporate Cycle into 'improving pedestrian connections' bullet point of the policy, e.g. 'improving pedestrian and cycle connections'	Reference to improving the cycle links as well as pedestrian links added.

2 Appraisal Methodology

2 Appraisal Methodology

Approach adopted to the SA

2.1 The Office of the Deputy Prime Minister's (now Communities and Local Government) guidance paper 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks' (November 2005) has been used to guide the method of sustainability appraisal undertaken for the Borough of Telford & Wrekin LDF.

2.2 The methodology set out in the guidance identifies a number of stages within the process:

- **Stage A**: Setting the context and objectives, establishing the baseline and deciding on the scope;
- **Stage B**: Developing and refining options and assessing effects;
- **Stage C**: Preparing the Sustainability Appraisal Report;
- **Stage D**: Consulting on the DPD and SA Report;
- **Stage E**: Monitoring the significant effects of implementing the DPD.

2.3 The 2008 SA Scoping Report represents Stage A of the above methodology and can be viewed at www.telford.gov.uk or at the reception of Council Offices at Darby House. Representations on this Scoping report are contained in Appendix D of this Report and the relevant plans and programmes which informed the development of the revised SA Framework in 2008 SA Scoping Report are in Appendix E. Appendices for this SA report are contained in a separate annex due to their supporting nature, which is available on the Council's website. This SA of CTAAP report represents stage B, C and D of the methodology. Stage E is included in the LDF Annual Monitoring Report.

2.4 The set of Sustainability Objectives and associated indicators (from the SA Scoping Report) form the Sustainability Framework that will be used for appraisals of all relevant documents that form Telford & Wrekin Council's LDF. Appendix F contains a matrix which demonstrates that the SA objectives are compatible with each other. The full set of Sustainability Objectives, Assessment Rationale and Indicators are set out in Table 6 of this report.

2.5 CTAAP objectives, site allocations and policies will be assessed against the Sustainability Objectives to determine whether there are significant positive or negative effects. Mitigating measures that may need to be applied in order to address sustainability issues are identified.

2.6 The aim of the SA is to assist in the development of LDF policies and the identification of sites which deliver sustainable development, and as such is a mechanism that should be viewed as adding value to the process. **Its purpose is not to 'grade' CTAAP as to whether it is good or bad, positive or negative, with respect to sustainable development. The SA is a tool by which potential negative impacts can be highlighted so that appropriate mitigation measures can be identified and implemented.**

2.7 It is acknowledged that there may be instances where a proposed policy or site allocation may have a negative impact on one or more of the sustainability objectives and that there may be no appropriate mitigation action that can be implemented. In these instances, consideration needs to be given to the potential to compensate for these negative impacts elsewhere within CTAAP or other LDF documents.

2.8 This section of the report sets out how sustainability appraisals are undertaken and how the results are recorded and displayed. The Sustainability Matrix was used in order to assess all objectives, site allocations and policies at all levels of detail to determine whether they accord

2 Appraisal Methodology

with the Sustainability Objectives. In most cases due to the complex nature of the objectives, site allocations and policies and the different development scenarios that each provide, it is not possible simply to say that they either accord or are in conflict, therefore a range of responses have been recorded including:

Table 2 : The Range of SA responses

Formal Response	Meaning
Strongly Positive (++)	The plan objective supports the Sustainability Objective and no changes are required
Slightly Positive (+)	The plan objective may be sustainable given certain provisos as set out in detail in the SA report
Neutral/Not related (0)	There is no relationship between the plan objective and SA Objective/the plan objective has both negative and positive outcomes which balance
Slightly Negative (-)	The plan objective may be 'neutral' given certain provisos as set out in detail in the SA reports
Strongly Negative (- -)	The plan objective conflicts with the Sustainability Objective. Recommendations for changing the Plan objective are made in detail in the SA report
Unknown (?)	There is insufficient information available to appraise the plan objective

2.9 All objectives, site allocations and policies will be assessed and will be given a classification which relates to one of the above results. These results are then recorded in two formats.

2.10 The first format of assessment presents a clear picture of the appraisal of the objectives, site allocations and policies in comparison with the SA objectives using a compatibility matrix. An example of a blank compatibility matrix is set out in Appendix B.

2.11 The compatibility matrices are used to assess whether an objective, site allocation or policy has a compatible or conflicting relationship with a sustainability objective. These results are recorded in the matrix.

2.12 In order to expand on the results of the initial appraisal set out in the SA matrices, details of why each classification, e.g. 'neutral', was recorded are set out in summaries of each plan's objectives, site allocations and policies SA. Table 3 is an example of the matrix method of analysis;

2 Appraisal Methodology

Table 3 : An Example of a Comparison of the SA objectives with the Plan Policies

Plan Objective	Sustainability Objectives
	SA Objective 1 Meet local housing demand
Plan Objective 1 **e.g. to deliver housing that meets local demand'**	++ Strongly Positive

2.13 As demonstrated in the table above, an example plan objective seeks 'to deliver housing that meets local demand', whilst Sustainability Objective 1 'aims to meet local housing demand' the compatibility matrix has recorded a result of strongly positive. This result is due to the fact that the delivery of housing to meet local demand is what Sustainability Objective 1 is trying to promote. The SA Report in this case does not need to recommend any mitigation measures to the plan objective.

2.14 It is recognised that in some instances the effect of plan objectives, site allocations and policies can have different potential impacts depending on how they fit into a LDF wider strategy. Throughout all appraisals these considerations will be made and referenced where appropriate in the report format.

2.15 The scenarios 'business as usual' and 'no plan' have been used as a basis for comparison when assessing the policies, site allocations and objectives against the SA objectives. In most instances the results are related to timescales of the plan objectives, site allocations and policies being implemented. Where possible, if effects on achieving sustainable development through a proposal or objective may change over time, this has been identified in the report.

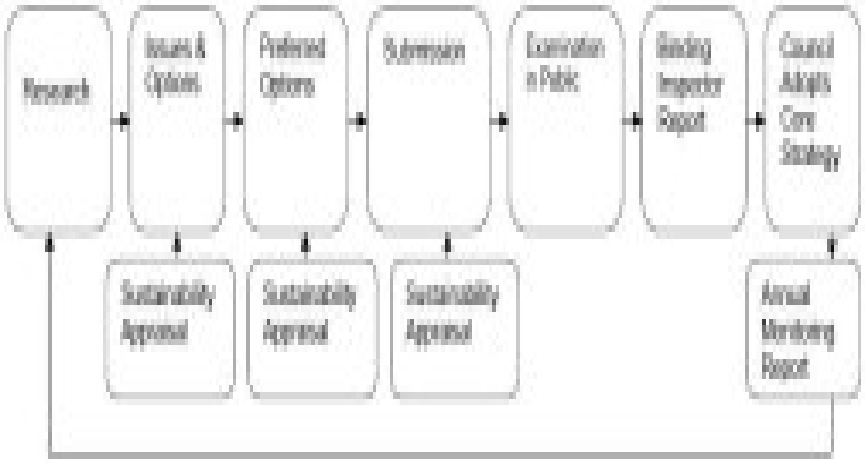
2

2 Appraisal Methodology

When the SA was carried out

2.16 The SA is an on-going process which has fed into the development of objectives, site allocations and policies throughout the production of the CTAAP DPD. Figure 1, below, shows when the SA work was carried out in relation to the DPD production process.

Figure 1 The DPD preparation process



2.17 The investigative work for the SA Scoping Report took place in late 2007 during which time the baseline information was gathered and the relevant plans and programmes influencing the process were identified and analysed. The Sustainability Framework was also established during this period. The Scoping Report which presented the information and analysis work was published in March 2008.

2.18 The SA work on the Preferred Options Report was conducted in the summer of 2007 and the SA report was published in September 2007. The CTAAP Preferred Option Report Sustainability Appraisal can be viewed on www.telford.gov.uk or at the Council office at Darby House. The SA work on the Pre-Submission document commenced in Autumn 2008 and continued through to the final draft Pre-Submission of the CTAAP DPD in February 2009.

2.19 The CTAAP DPD, along with the accompanying Sustainability Appraisal Report and consultation Statement was submitted to the Secretary of State for examination on the 4th September 2009. Following the Exploratory Meeting held in Telford on 5th November 2009, it has been agreed that the Examination of the Central Telford Area Action Plan will be suspended for a period of up to six months. The suspension is to enable the Local Planning Authority to undertake further work in connection with the Plan. The work is necessary to address a number of issues raised by the Inspector during his preliminary consideration of the Plan and subsequently discussed at Exploratory Meeting. The revised CTAAP is called CTAAP Proposed changes February 2010 (CTAAP 2010). This is the SA Report of the CTAAP Proposed changes February 2010 (CTAAP 2010). New material added to the SA Report following the Submission of CTAAP is underlined and proposed deletions are shown using strike-through. Chapters 9 and 10 of this SA Report contain the results of the SAs of CTAAP 2010.

2 Appraisal Methodology

Who carried out the SA

2.20 A group of officers from Council departments including, Environmental Health, Economic Development, Environment & Sustainability, Leisure, Landscape and Transport was set up to consider the development of the Sustainability Objectives. This group was also used to ensure that a good range of indicators were used to demonstrate the progress towards achievement of the Sustainability Objectives and therefore sustainable development. The 2005 SA Scoping Report to which these officers contributed has been revised and updated in the SA Scoping Report 2008.

2.21 The SA work has been undertaken jointly by Sustainability Officers and Planning Officers from Telford & Wrekin Council in order to consider and respond to local circumstances. The role of the sustainability officers was to maintain and ensure a balanced view was taken when making assessments of the effects of plans, site allocations and objectives.

Who was consulted, when and how

2.22 Community involvement is at the forefront of the new planning process for the development of LDF's. Local Planning Authorities are required under the Planning and Compulsory Purchase Act 2004 to prepare a Statement of Community Involvement (SCI). The SCI sets out how the community will be involved in the preparation of LDF's and also sets out how the SA process fits into the development of the LDF. Both the planning process and the SA process must involve the community.

2.23 Early consultation on the issues and options for the review of the Wrekin Local Plan was undertaken in the summer of 2004. Five workshop events were held across the Borough involving a wide range of individuals, organisations, Council Members, Parish Councillors, developers and stakeholders. Invites were sent out to more than 400 people on the LDF database of interested parties, an article was included in the Council Insight magazine and a press release was issued the week before the events began. More than 250 people attended the events. A wide range of sustainability issues were considered at this stage. The topics covered were:

- Development Vision;
- Development Strategy Options;
- Neighbourhoods;
- Accessibility;
- Jobs and prosperity;
- Environment;
- Consultation.

2.24 The Report of Informal Consultation on Issues and Options can be viewed at www.telford.gov.uk or at the Council Offices at Darby House.

2.25 The SEA Directive (and the Government guidance for SA) requires that authorities with social, environmental and economic responsibilities should be consulted on the scope and level of detail of information to be included in the SA Report. The SEA Directive sets out three consultation bodies which are:

- English Heritage;
- Natural England;
- Environment Agency.

2 Appraisal Methodology

2.26 In the preparation of the Scoping Report, both in 2005 and 2008, these three bodies were consulted on a draft set of Sustainability Objectives and their comments have been incorporated into the objectives as set out in this document. Appendix D (appendices are available in a separate annex to this report) contains the responses provided by the three environmental bodies.

2.27 The initial CTAAP Sustainability Appraisal Report was produced and published with the CTAAP Preferred Options Report. These documents went out for consultation during September/October 2007. The documents were made available to view in all post offices, libraries and Wrekin Housing Trust Shops across the Borough. The documents were also made available on the Council website and in Council Offices.

2.28 Information regarding the details of the publications and how to make comments were publicised in a number of magazines and newspapers and exhibitions were held across the Borough. In addition everyone on the LDF database comprising of interested parties received a letter informing them that the documents were now available for consultation. Representations that were made on these documents are available to view at the Council offices. Appendix D contains the representations made on the CTAAP Sustainability Appraisal.

2.29 Public consultation on the Pre-Submission CTAAP and its accompanying SA Report occurred in June/July 2009. Further public consultation CTAAP 2010 and this accompanying SA Report is due in March 2010 in line with the Councils LDF consultation guidance (the Statement of Community Involvement).

2 Appraisal Methodology

Difficulties encountered in compiling information or carrying out the assessment

2.30 The purpose of the Sustainability Appraisal is to identify significant environmental, social and economic effects of CTAAP DPD. The objectives, site allocations and policies contained within the CTAAP cover a wide range of issues. The CTAAP objectives, site allocations and policies are therefore not easy to define in terms of specific outcomes or effects upon the Borough, making it quite difficult to assess against a detailed set of Sustainability Objectives and indicators.

2.31 As the Sustainability Appraisal is concerned with future impacts, it is difficult to predict effects with a high degree of certainty. Unforeseen circumstances may impact on the effects that have been predicted. An example of this is the potential for having to meet higher Regional Spatial Strategy (RSS) housing targets following the Phase Two of the West Midlands RSS Review. This could mean that more sustainable development sites become exhausted by the large amount of housing needed which may cause differing criteria to be considered, perhaps to the detriment of the environment.

2.32 With the CTAAP being one of the first DPDs to be produced, assumptions have been made about the content of DPDs and SPDs that have yet to be prepared when carrying out the SA. Many of the mitigation measures suggested within the Sustainability Appraisal relate to ensuring conformity with General Policies DPD, Reducing the Carbon Burden SPD, Green Space Strategy SPD or the Design Guide SPD.

2.33 Sustainable development is a complex issue and can often be interpreted in a number of ways which leads to some subjectivity arising. To combat this, the SA was carried out taking into consideration the regional specifics of the Borough and the policy makers' intended effects of the plan.

3 Background

3 Background

Purpose of the SA and the SA Report

3.1 The Planning and Compulsory Purchase Act 2004 requires local planning authorities, in preparing their Local Development Frameworks, to contribute to the achievement of sustainable development. Sustainable Development has been defined by the Government as being:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources;
- Maintenance of high and stable levels of economic growth and employment.

3.2 SA is a process and a tool used to ensure that throughout the planning process these four strands including environmental, economic and social considerations are taken into account.

3.3 The SA process advocated in the Government's guidance 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks' (November 2005 ODPM) was used by Telford and Wrekin Council to develop a Sustainability Framework for the LDF documents.

3.4 The purpose of this report is to summarise the SA work undertaken during the production of the CTAAP DPD up to the Pre-Submission and including CTAAP: Proposed Changes February 2010 document stage.

3

3 Background

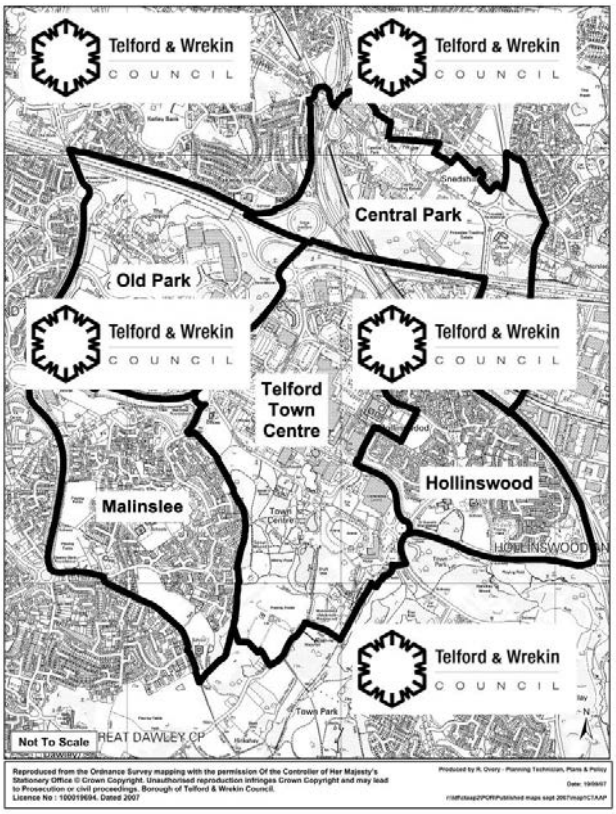
Plan objectives and outline of contents

CTAAP Objectives and Contents

3.5 The purpose of the CTAAP 2010 is to further develop the vision and objectives for the Central Telford area outlined in the Core Strategy and to provide a framework of policies and principles to guide the spatial development of the Central Telford area.

3.6 The CTAAP 2010 sets out the long term development strategy to guide the development of Central Telford. The Central Telford area includes five character areas; Town Centre, Hollinswood, Malinslee, Old Park and Central Park (see Map 1).

Map 1 CTAAP Character Areas



3.7 The stimulus for preparing this document arises principally from the need to provide a policy framework for the substantial developments expected to come forward in the town centre over the coming years. It is considered important to better integrate the town centre with surrounding areas to create a more coherent urban structure. To promote appropriate development in surrounding areas at Central Park and Old Park (mainly employment uses) and help regenerate the neighbouring New Town estates at Hollinswood and Malinslee.

3 Background

Central Telford Vision

3.8 The shared Vision of the Council and Telford & Wrekin Partnership is set out in "Our Vision 2026 – Transforming Telford & Wrekin" which was refreshed in December 2008. This sees Telford in 2026 as "a Modern City: an urban area of some 200,000 people that blends the best of the old with the new and has a balance of high quality built and green environments. It will have a new, vibrant and successful town centre of regional significance that is the focus for cultural activities, jobs and shopping as well as living, supported by regenerated Borough Towns and thriving, but distinctive, local communities". In CTAAP 2010 this theme has been developed further and specific to the needs of Central Telford.

3.9 The Vision for Central Telford in 2016 seeks to capture the strengths and opportunities of the area. It seeks to express a clear picture of an accessible and sustainable centre to the town and respond to the complex range of spatial development issues that Central Telford faces.

3.10 The key components of the Vision are:

- A centre with a vibrant heart;
- A distinctive sense of place;
- A place for living;
- An accessible and connected centre;
- A low carbon town;
- A green community.

3.11 CTAAP 2010 contains a vision and objectives, site allocations within character areas and policies, as detailed below, which have all been subject to a SA:

- Spatial Vision and Objectives;
- Town Centre Character Area;
  - TC1 Town Centre Core ~~– TC1~~
  - ~~East Southwater - TC2~~
  - ~~Conference Quarter - TC3~~
  - Site Allocation 1 - The Primary Shopping Area
  - Site Allocation 2 - Southwater
  - Site Allocation 3 Malinslee Link~~- TC4~~
  - Telford Urban Park – TC5
  - Civic Quarter – TC6
  - Telford Gateway – TC7
- Old Park Character Area;
  - Site Allocation 4 Old Park West ~~– OP1~~
  - Site Allocation 5 Park Lane ~~– OP2a~~
  - ~~The Crest – OP2b~~
  - Site Allocation 6 Central Old Park ~~– OP3~~
  - *Belvedere – OP4*
  - Old Park East ~~– OP5~~
  - Old Park North ~~– OP6~~
- Central Park Character Area;
  - Site Allocation 7 Central Park ~~CP1~~

3 3 Background

- Site Allocation 8 Telford Way ~~CP2~~
- Stafford Park West – CP3
- Priorslee – CP4
- Site Allocation 9 Land North of Priorslee Roundabout ~~CP5~~
- Site Allocation 10 Holyhead Road ~~CP6~~

- Malinslee Character Area;
  - Site Allocation 11 Park Road ~~MA1~~
  - ~~Malinslee School - MA2~~
  - Site Allocation 12 Land at Langley & St Leonards Schools, Spout Lane ~~MA3~~
  - Site Allocation 13 Land at Church Road ~~MA4~~
- Hollinswood Character Area;
- Policies;
  - CT1 Mixed Use;
  - CT2 Retail;
  - CT3 Employment;
  - CT4 Residential;
  - CT5 (A) Affordable housing tenures and their spatial distribution;
  - CT5 (B) Percentage of affordable housing;
  - CT5 (C) On site and off site provision of affordable housing;
  - CT6 Leisure, Culture and Tourism;
  - CT6 (A) Establishing an Evening and Night Time Economy
  - CT6 (B) Managing the Evening and Night Time Economy
  - CT7 Box Road;
  - CT8 Parking;
  - CT9 Park and Rail/Walk facility Telford Central Railway station;
  - CT10 Greyhound Link;
  - CT11 Bus Station;
  - CT* Environmentally Sustainable buildings
  - CT12 Design;
  - CT13 Density;
  - CT14 Public Realm;
  - CT15 Storey Heights and Tall buildings;
  - CT16 Biodiversity;
  - CT17 Landscape;
  - ~~CT18 Telford Town Park;~~
  - CT19 Protection of Green Space;
  - CT20 Provision of New Green Space;
  - CT21 Developer Contributions for delivering infrastructure.

3 Background

Compliance with the SEA Directive/Regulations

3.12 When preparing Local Development Documents (LDDs), Local Planning Authorities are required to conduct an environmental assessment in accordance with the requirements of the European Directive 2001/42/EC, better known as the Strategic Environmental Assessment (SEA) Directive. The Strategic Environmental Assessment Directive requires that plans should be assessed for their effects on population, human health, material assets, cultural heritage, biodiversity, air, water and soil. The requirement to carry out an assessment of the effects of certain plans and programmes on the environment has been transposed into UK law as the Environmental Assessment of Plans and Programmes Regulations 2004.

3.13 In addition, to ensure that sustainable development is central to the reformed planning system, Section 39(2) of the Planning and Compulsory Purchase Act 2004 places a duty of Local Planning Authorities to carry out a SA on all LDDs.

3.14 The aims and processes of SEA and SA are similar, the Government has therefore integrated the requirements for SEA into the requirements for SA, as laid out in the guidance issued by the Office of the Deputy Prime Minister. For ease of use this document refers to both processes as a Sustainability Appraisal. Table 4, below, sets out where the specific requirements of the SEA Directive have been met by this report.

Table 4 :The SEA Directive's Requirements

THE SEA DIRECTIVE'S REQUIREMENTS	WHERE / HOW COVERED
Preparation of an environmental report: taking into consideration current knowledge and methods of assessment, the content and level of detail of the plan, its stage in the decision making process, and the extent to which certain matters are more suitably assessed at different levels, the information to be given in the report is:	
An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;	Chapters 1, 3 and 4
The relevant aspects of the current state of the environment and the likely evolution without implementation of the plan or programme;	Chapter 4
The environmental characteristics of areas likely to be significantly affected;	Chapter 4
Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	Chapter 4
Any existing environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation:	Chapter 4 and Appendix E
The likely significant effects on the environment, including short, medium and long-term, permanent and temporary, positive and negative effects secondary, cumulative, synergistic, on issues	Chapters 5, 6 and 7

3 Background

such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.	
The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme:	Chapters 5, 6 and 7
An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Chapters 2, 4, 6 and 7
A description of measures envisaged concerning monitoring in accordance with Article 10	Chapters 4 and 8
A non-technical summary of this information	Chapter 1
Consultation with: • authorities with environmental responsibility, when deciding on the scope and level of detail of the information to be included in the environmental report • authorities with environmental responsibility and the public shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan and the accompanying environmental report before the adoption of the plan	Chapter 2, 4 and Appendix D Chapter 2
Taking the environmental report and the results of the consultations into account in decision making	
Provision of information on the decision: When the plan is adopted, the public and any countries consulted shall be informed and the following made available: • the plan as adopted; • a statement summarising how environmental considerations have been integrated into the plan in agreement with the requirements of the legislation • the measures decided concerning monitoring	Not Applicable: document not yet adopted
Monitoring of the significant environmental effects of the plan	Chapters 4 and 8

4 Sustainability Objectives,Baseline and Context

4

4 Sustainability Objectives,Baseline and Context

Links to Other Plans and Programmes

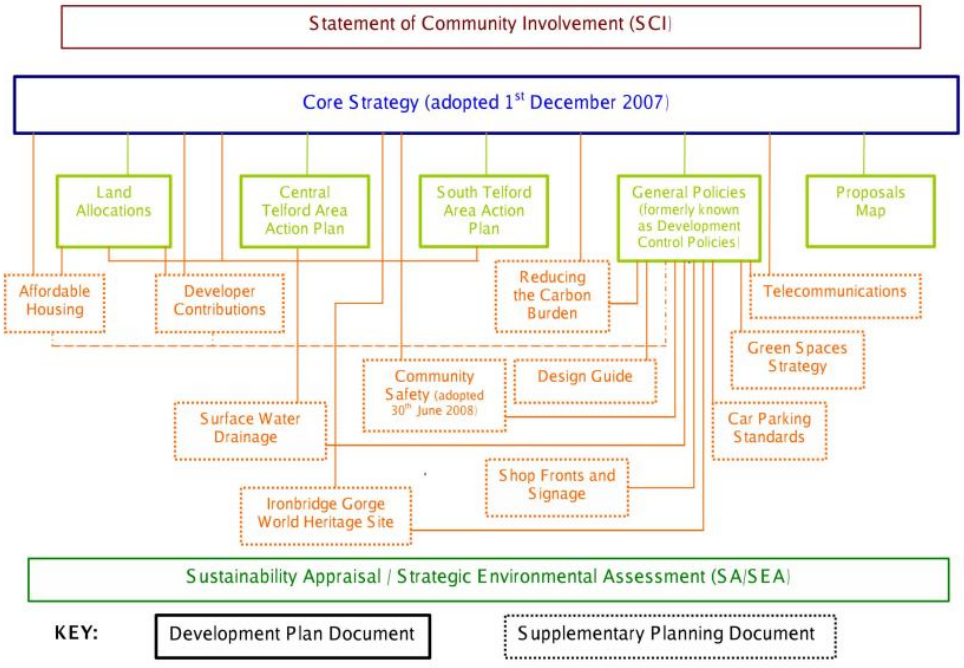
4.1 The LDF can be influenced in various ways by other plans and programmes and by other external sustainability objectives. Key plans and programmes that may influence the LDF are set out in Appendix E**.** Identifying relationships between the plans and programmes should highlight any potential synergies that can be exploited and identify any inconsistencies between objectives or aims or any constraints that will need to be addressed in developing the LDF.

4.2 The review of plans and programmes covers international, including European, national, regional and local policy documents. For each relevant plan or policy the specific aims, objectives or targets are set out.

Links within the Local Development Framework's Documents

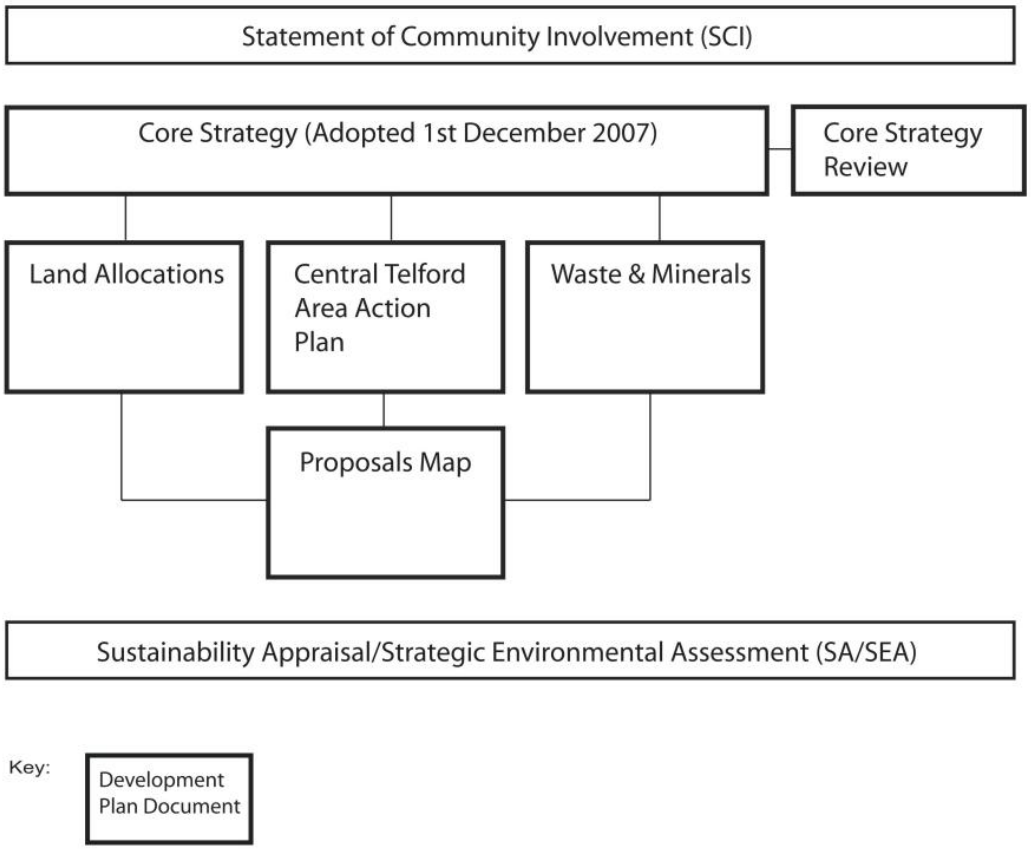
4.3 Figure 2 below, shows the relationship between the different documents that are scheduled to be prepared as part of the LDF. Details of each of the documents that will make up the LDF are listed in the Borough's Local Development Scheme 2007 which be viewed at www.telford.gov.uk or at the Council offices at Darby House (this document is expected to be reviewed during 2009).

Figure 2 Local Development Framework Documents Plan



4 Sustainability Objectives,Baseline and Context

Figure 3 Local development Framework Documents Plan (2009 LDS)



4.4 Figure 3 above is an updated version of the LDF Document Plan, it visually shows the relationship between the DPDs planned in the 2009 Local Development Scheme (LDS).

4.5 The Core Strategy DPD is the overarching strategic spatial policy document and as a result all other documents in the LDF must be in conformity with it.

4.6 The CTAAP provides a long term development strategy to guide the development of Central Telford. It sets a framework within which to bring forward proposals for further improving the existing positive assets of Central Telford.

4.7 The LDF is a key component in the delivery of the Community Strategy, setting out its spatial aspects where appropriate and providing a long term spatial vision. Local Development Documents express the elements of the Community Strategy that relate to the development and use of land including CTAAP.

4.8 Supplementary Planning Documents offer the opportunity to focus on a topic outlined in the DPD's policies in greater detail, whilst individual DPD's cover a wide scope within a subject matter. Within the Borough's LDF there are seven key supplementary planning documents covering a wide spectrum of themes. These SPD's are: Affordable Housing, Community Safety, Developer Contributions, Design Guide, Reducing the Carbon Burden, Green Space Strategy and Car Parking Standards. These SPDs will set precise requirements and assist in achieving the overarching aims identified in the CTAAP.

4

4 Sustainability Objectives,Baseline and Context

Description of the social, environmental and economic baseline charateristics and the predicted future baseline

4.9 The baseline information provided in this section relates to the whole of the Borough, including Central Telford. Unfortunately, the information is not currently available for just the Central Telford locality.

4.10 Telford & Wrekin is located within the north western part of the West Midlands region and covers an area of 29,000 hectares. The Borough consists of the Telford urban area, Newport market town and an extensive rural area. The urban area is formed by a number of new settlements, namely, Woodside, Sutton Hill, Hollinswood and former mining settlements including Oakengates, Madeley and Dawley. In the south of the Borough lies the Ironbridge Gorge World Heritage Site which is a major tourist attraction in the Borough. The baseline information comes from a variety of sources, the State of the Borough Report (2007), Office of National Statistics and the LDF Annual Monitoring Report 2007.

Social Characteristics

Population

4.11 The population of Telford and Wrekin has grown by 16.3% since 1991, and now stands at 164,600. This figure is projected to grow to 198,400 by 2026. Since the designation of New Town status in the 1960s, Telford has been a regional and national population growth point.

4.12 The population of the borough is comparatively young. 21.6% of the population in 2004 were aged 15 or younger. This compares to the national average of 19.5%. The total black and ethnic minority population proportion is 5.3%, which is low compared to the percentage for England of 9.1%.

Housing

4.13 There are 67,093 households in the borough. Poor quality housing is not spread evenly between different social and economic groups and geographical areas. Vulnerable households were more likely to live in non-decent housing (14%) than those that were not vulnerable (9.5%).

4.14 At least 36% of households would not be able to afford to buy a house at the lower quartile threshold price. 19% would only be able to afford a socially rented dwelling.

4.15 Between 2000 and 2006, the average price of a house in Telford & Wrekin increased by 115% from £63,171 to £135,721. Although this increase was fourteen percent faster than the average increase for England & Wales, the average price of a house in Telford & Wrekin in 2006 was just under £30,000 lower than the national average. The average annual income rose by 27.4% in Telford & Wrekin between 2000 and 2006, whereas house prices more than doubled.

4.16 Due to the decline in the rate of housing growth, between 2001-02 and 2005-06 an annual average of 650 new dwellings were completed. From the beginning of the plan period in 2001 around 3,600 new dwellings have been completed. It is forecast that an additional 23,000 new homes will be built in the Borough over the next 20 years. The Strategic Housing

4 Sustainability Objectives,Baseline and Context

Market Assessment 2008 update(SHMA) advises that there is net annual requirement for 1250 units of affordable housing per annum, of which over the plan period, after taking supply into account; 79% should be social rented and 21% intermediate housing.

Education

4.17 In 2006, 41.5% of 18 year olds in Telford & Wrekin went on to higher education. Over the period 2003 to 2006 the proportion of 18 year olds going on to higher education fell by 24.3% from 54.8% to 41.5%. This fall has been balanced by an increase in the proportion in further education from 20.3% to 25.2%, and a rise in those in employment from 17.8% to 23.5%.

4.18 Of year 11 school leavers in 2006, 75.1% continued in education, either in 6th Form colleges or in schools - slightly lower than the rate for England & Wales (77.9%). The proportion of 16 year olds in employment in Telford & Wrekin (8.6%) is comparable to the national rate of 8.7%, but slightly more were unemployed or not active in Telford & Wrekin (8.8%) than nationally (7.4%).The Borough's workforce has traditionally been considered to possess low levels of skills and qualifications, reflecting in-part the high dependence on the manufacturing-sector. 18.1% of the working age population has no or limited qualifications compared to the national average of 15.4%.

4.19 There are two Higher Education establishments in the Borough. The Wolverhampton University (Telford Campus), at Priorslee, is home to the Polymer Cluster Centre, part of the Wolverhampton Telford Technology Corridor (WTTC), which provides practical help and support to polymer companies; and Harper Adams University College, Edgmond, Newport. This is the largest provider of land-based education nationally.

Community Safety

4.20 Overall between 2002/03 and 2005/06, the crime rate in the Borough has decreased by 19.7%, higher than the national decrease of only 8.3%. The rate of racially aggravated crimes (assault or injury) per 1,000 population increased by 28.6% from 2002/3 to 2003/4, which was over 8 percentage points higher that the increase nationally. The rate increased by another 44% in 2004/5.

Health

4.21 Nearly 70% of residents of Telford & Wrekin consider themselves to be in 'good health', the same percentage as the national average.

4.22 In 2003-2005 life expectancy rates for men were similar in Telford & Wrekin (76.6 years) to those in England (76.9 years), as were life expectancy rates for women (80.8 years and 81.1 years respectively).

4.23 Between 1998-2000 and 2003-2005, the premature mortality rates for cancer and circulatory diseases in the Borough both declined. The rate for circulatory diseases fell by 28.0% to 105.8 and for cancer by 17.9% to 125.8. Although the rate for circulatory disease remains above the national rate (91.2), the gap between the local rate and national rate has narrowed.

4.24 In 2005, it was estimated that 18.7% of the Borough's population were obese, slightly higher than the regional rate of 15.8%. Just over a fifth (20.2%) of males aged 18+ in Telford & Wrekin were estimated obese, higher than the West Midland's rate of 16%.

4 Sustainability Objectives,Baseline and Context

4.25 The infant mortality rate within Telford & Wrekin has shown a significant decrease over recent years falling from a high of 7.5 in 1999-2001 to a low of 4.4 in 2002-2004 bringing the Borough below the national rate for the first time in the past 10 years.

4.26 Telford & Wrekin Primary Care Trust supports and funds local GP practices, local hospitals and local community based care services, such as mental health services. NHS data on the provision of doctors shows that there are 20 GP practices in Telford (with an additional 5 branch surgeries), 2 in Newport (with 1 additional Branch surgery at Harper Adams University College) and 2 branch surgeries in the rural area.

4.27 Local health provision is delivered through a National Health Service (NHS) partnership of the Shropshire & Staffordshire Strategic Health Authority, Telford & Wrekin Primary Care Trust and Shrewsbury & Telford Hospital NHS Trust. The Shrewsbury & Telford Hospital NHS Trust provides for the acute care needs through two hospitals, one of which, Princess Royal Hospital (PRH) is within the Borough. Located on a large purpose-built site in the north-west of Telford, PRH opened in 1989 and currently accommodates approximately 360 beds, with a full-range of acute care services.

Transport

4.28 The provision of good public transport is an issue in Telford itself, as it was originally designed essentially for the car. 9.4% of people in 2005 had difficulty accessing public transport.

4.29 The 2005 West Midlands Regional Lifestyle Survey found that more than four in five (82.8%) of Telford & Wrekin's working population travelled to work by car. This was higher than the West Midlands rate of 76.5%. Just 3.1% of the population travel to work by bus, less than half the West Midlands rate of 6.7%.

4.30 2005 saw a decline in children walking to school (43.4% down from 50.3%). Car use consequently rose from 36.9% to 40.8%. There has been an increase in children cycling to school, from 9.3% in 2000, to 12.7% in 2005.

4.31 Increasing rural accessibility is a major issue since 73% of the spatial area of the Borough is classified as rural in character, with a sparse population of approximately 24,500 and a population density of 0.7 people per hectare.

Economic Characteristics

Employment

4.32 Over the past decade Telford & Wrekin's unemployment rate has remained below the national and regional rates. Since 1998 the unemployment rate in the Borough has decreased by 17.9%, reaching an all time low of 3.9 percent in 2004. Although Telford & Wrekin's unemployment rate has been increasing since 2004, it is still below national and regional levels.

4.33 Between 2000 and 2005 there was a 5.8% increase in Telford & Wrekin's workforce from 75,000 to approximately 79,400 - faster than that recorded nationally (2.2%) and regionally (1.3%). In October 2006 the long-term unemployment rate in the Borough was 12.0% some 7.6 percentage points lower than the rate for England & Wales (19.6%).

4 Sustainability Objectives,Baseline and Context

4.34 Since 2000 the percentage of the workforce in the Borough with qualifications of NVQ Level 3 or higher has increased by 7.7 percentage points from 32.5% to 40.2% in 2005. Telford & Wrekin has historically been lower than both the national and regional rates; however in 2005, the Telford & Wrekin rate was marginally higher than the regional rate (39.9%).

4.35 There are large industrial estate areas in Hadley, Halesfield, Hortonwood and Stafford Park. Telford Town Centre is the main centre for commercial and professional jobs. Reflecting Telford's new town origins there is a high level of segregation of uses in the town. Non car access to these mainly peripheral areas is very limited.

4.36 Telford Town Centre principally comprises a privately-owned shopping mall containing, in the region of 160 shops, also banks, restaurants and cafes, and nearly 5000 parking spaces for cars. The nature of its ownership, ease of accessibility by car and proximity to Motorway 54 (the M54), mean that the centre serves a wide sub-regional catchment area.

Economic Sector

4.37 The economic and skills position in Telford & Wrekin is improving - wages are increasing, and the percentage of employees receiving training is increasing and above the national rate.

4.38 Some other aspects of the economy and skills base are, however, a cause for concern - earnings and entrepreneurial activity, as measured by the level of self-employment, are both lower than the national rates, and the percentage in employment has started to fall. The percentage of the working age population with NVQ Level 4 is increasing; however, this is still somewhat below the national rate of 26.3%.

Environmental Characteristics

Air Quality

4.39 Local air quality meets the national targets and objectives of the National Air Quality Strategy (January 2000) in the Borough. As a result, there are no Air Quality Management Areas (AQMAs) in the Borough.

Contaminated Land

4.40 There are no sites registered as contaminated land on the Contaminated Land Register under Part 2a of the Environmental Protection Act 1990. However, there are areas of land identified through the Contaminated Land Inspection Strategy (July 2001) that should be investigated if development proposals are identified for the sites.

Area of Outstanding Natural Beauty

4.41 The Shropshire Hills AONB covers an area of 802 square km extending from The Wrekin to the Clun Forest. The eastern tip of the AONB extends into the Borough covering an area of approximately 5 square km 3-5 km to the west of Telford. The purpose of the designation is to conserve and enhance the natural beauty of the landscape.

Green Network

4.42 33% of the urban area of the Borough is designated as Green Network, under the Wrekin Local Plan and offers a recreational, environmental or wildlife resource.

4 Sustainability Objectives,Baseline and Context

SSSIs

4.43 There are 8 existing SSSIs within the Borough which are Allscott Settling Ponds, Newport Canal, Muxton Marsh, New Hadley Brick Pit, The Wrekin and The Ercall, Lydebrook Dingle, Lincoln Hill and Tickwood and Benthall Edge; all sites together cover a total area of 21 hectares.

4.44 The reported condition of SSSIs for the whole of Shropshire shows that only 66% are meeting the Public Service Agreement target.

Wildlife Sites

4.45 There are 36 Wildlife Sites located within the Borough of Telford & Wrekin. These sites are locally designated and are located both in the urban and rural areas of the Borough.

Waste/Recycling

4.46 In 2005/6 30.5% of waste is recycled, through a combination of bi-weekly domestic kerbside collections; four Community Recycling Centres at Station Road in Newport; together with Granville, Halesfield and Ketley in Telford; and numerous recycling banks located throughout the Borough.

Public Transport

4.47 Between 2000/01 and 2005/06 the number of bus journeys per thousand population taken in Telford & Wrekin increased by 6.7% from 36,435 to 39,556.

4.48 Although there are over 250km of cycle ways in Telford, cycling comprises less than 1% of all trips.

Water

4.49 Chemical and biological water quality has improved between 1990 and 2005. However, nitrate and phosphate levels in the water have remained high over the same period. There is a data gap in relation to water availability.

4 Sustainability Objectives,Baseline and Context

Main social, environmental and economic issues and problems identified

4.50 Key sustainability issues for Telford are characterised by the nature of the town as a New Town. Telford was designed and built around the use of the private car with an extensive road network. Facilities and services are provided in locations where access is predominantly made by car. Not only does this present the issues associated with high car dependency, but also reduces accessibility for those without a car. A further feature is the large amount of semi natural green space within the urban area, which has value for both communities and wildlife.

4.51 Telford is also one of the foci for growth within the West Midlands Region and therefore will need to provide the necessary facilities and services to serve the planned growth in the most sustainable manner.

4.52 Climate change is a key sustainability issue that affects all activities and developments in the Borough. Achieving sustainable development therefore means taking account of how local activities in the Borough of Telford & Wrekin impact upon the global environment.

4.53 Following early community consultation work with the Telford and Wrekin Strategic Partnership, a group of representatives from over 30 organisations concerned with the Borough's future, the Community Strategy was completed in June 2002. The Community Strategy and 'The Community Strategy One Year On' document identified several general concerns. These concerns along with issues identified by the baseline data have been summarised in Table 5, below:

Table 5 : Key Sustainability Issues Facing the Borough

Social

- Pressure for housing development and lack of 'affordable' housing;
- The need to maintain and enhance town and village centres;
- New services and facilities will need to be provided in areas of existing and new population growth;
- The need to reduce the level of deprivation within the Borough;
- Ensuring accessibility for all;
- Promoting the development of inclusive communities.

Economic

- The need to maintain high and stable economic growth;
- Ensuring a diverse, yet balanced range of employment opportunities;
- Improving the education and skills of the Borough's population;
- Ensuring necessary regeneration is carried out to a high standard;

Environmental

- The need to reduce private car usage and improve opportunities for other modes of transport;

4 Sustainability Objectives,Baseline and Context

- Increasing demand for resources, including energy and water;
- Development in the Borough can contribute to, and be affected by, climate change;
- The need to continue to minimise waste by moving up the waste hierarchy and the problem of fewer disposal options;
- Protection and enhancement of the natural environment.

Social Sustainability Issues

4.54 The provision of housing is a very important issue facing the Borough. The baseline data reveals that there is a shortage of 'affordable' housing for those who need it.

4.55 The Borough of Telford & Wrekin has a high level of car ownership, which has numerous consequences, including congestion and contributing to climate change. Lack of access to transport can cause difficulties in reaching education, health care, leisure and recreation, and employment. This could result in social inequality. Thus locating developments in areas served by public transport is a key aspect of achieving sustainable development.

4.56 Considerable progress has been achieved in recent years improving the urban bus network. This has resulted in turning a 3% annual decline in bus patronage to a 30% increase in Telford, and a 19% increase across the entire network. Buses are the most accessible public transport within the Borough as the rail network is limited with only 3 stations; Wellington, Oakengates and Telford Central. These 3 stations are all in the central area of the Borough meaning the majority of the area is not covered by a rail network, leaving buses as the principal public transport for all rural areas, and the urban area of Newport.

Economic Sustainability Issues

4.57 There is a need to maintain a high and stable level of economic growth in the Borough, and to ensure the skills and education of the population continue to improve in the future.

4.58 The growth and decline in different sectors in the economy has the potential to affect the Borough's employment levels. A balance of employment opportunities across all sectors is preferable to achieve sustainability.

4.59 Continued effort needs to be made to retain and expand existing local economic investment in the Borough. Telford is a regional and national growth point and as such it has a role to play in promoting economic growth which is sustainable.

Environmental Sustainability Issues

4.60 Climate change is the key sustainability issue that faces everyone. Increased energy consumption and car use all lead to the emission of greenhouse gases. As climate change is now to an extent inevitable, new developments must be adaptable to a variable climate and include measures which reduce their 'carbon footprint'. These measures could include improving energy efficiency, reducing the need to travel and increasing the amount of energy from renewable sources.

4 Sustainability Objectives,Baseline and Context

4.61 Development has many side effects; the very act of development uses raw materials, energy and produces waste, increases the demand for water and waste water treatment. The design and location of development can reduce the pressure on natural resources; it can help conserve energy and water and promote recycling. In addition, the location and design of development can also reduce the need to travel and reduce crime.

4.62 Development has the potential to alter flood events; large areas of surface tarmac and concrete reduce the ability for water to enter soil. This can increase the amount of rainwater runoff resulting in flash floods. Techniques such as Sustainable Urban Drainage (SUDs) can help solve this problem when incorporated into development design.

4.63 Settlements in the Borough will have to grow in order to meet the Government's requirements for housing in the area. Government guidance places an emphasis on providing this development on previously developed land prior to greenfield sites being developed. By allowing development on brownfield land it is hoped that adverse effects on landscape and biodiversity can be limited, lessening the pressure on greenfield sites. However it is not to be assumed that brownfield sites have no ecological or community value.

4 Sustainability Objectives,Baseline and Context

Limitations of the information, assumptions made, etc.

4.64 When collecting data for the scoping report a number of problems were encountered. For example, data relating to SSSIs was only available at a County level. Data at a Borough level would more accurately give an indication of the situation in the Borough. At present there is no measuring station in the Borough for measuring the number of days of air pollution. This data would contribute to the information regarding air quality in the Borough. Data in relation to access to post offices is only available at a regional level rather than a Borough level. This information specifically for the Borough would help to establish a more detailed picture of the level of access to services in the Borough.

4.65 The information collected and presented in this report was only available for the Borough as a whole not just for the Central Telford area as depicted by the CTAAP. However most of the key social, environmental and economic sustainability issues are still applicable in the Central Telford area, such as reducing private car usage and promoting high quality design.

4 Sustainability Objectives,Baseline and Context

The SA framework, including objectives, targets and indicators

4.66 The Sustainability Framework provides a way in which sustainability effects of DPD's can be described, analysed and compared. The framework consists of twenty three objectives against which the plan has been tested in order to predict its likely social, environmental and economic effects.

4.67 Sustainability issues were identified as a result of analysing the baseline data collected in the early stages of the SA process. Identified issues then fed directly into the development of social, environmental and economic objectives.

4.68 These Sustainability Objectives were derived from objectives previously developed for Telford & Wrekin Local Agenda 21, which were in turn informed by the SEA Directive 2001/42/EC 'Guidance for Planning Authorities'. The objectives were further developed with input from relevant internal and external stakeholders.

4.69 The Sustainability Objectives sit alongside a set of indicators and targets, with the purpose of being used to record whether the sustainability objectives are being achieved. The full set of objectives, targets and indicators have been subject to consultation with the four statutory bodies, as set out in the SEA Directive. Their comments have been incorporated into the objectives as set out in Table 6.

4.70 The research undertaken for the production of the indicators for the Sustainability Framework also revealed a number of limitations on the information available. Data which is not yet available includes; fear of crime, % of houses 800m from local shopping facilities, number of GP per population, achievement of Accessible Natural Green Space Standards, thermal efficiency of housing stock to name just a few. There are numerous indicators which could be used, however, in order for the framework to be useable and manageable the number of indicators needs to be kept to a minimum.

4.71 An appraisal detailing the compatibility of the Sustainability Objectives was carried out before the appraisal work began to ensure that the result could be used to assist in the appraisal process; this is contained in Appendix F (appendices for this report are contained in a separate annex which will be available on the Council's website). The majority of the objectives were either positively compatible or neutral.

Table 6 : New SA Objectives, Assessment Rationale and Indicators (adapted from table 2.2 of 2008 Scoping Report)

	New SA Objectives	Assessment Rationale for the SA Objectives	Indicators
SOCIAL			
1	**To reduce poverty and social exclusion**	Consideration of whether the policies introduce measures such as: • **improving the public realm and community facilities**, • ensuring that the **pattern of development focuses on more deprived areas**, to help reduce the imbalances across the Council area. • **promoting employment opportunities and access improvements to employment and health services** will help to reduce levels of people claiming benefits hence reducing poverty. An improvement in these facilities may also help to improve people's satisfaction with the area as a place to live.	**% of population of working age claiming key benefits such as Job Seekers Allowance (JSA)** **% of Super Output Areas that fall within the 20% most deprived areas within the UK using the Index of Multiple Deprivation (IMD)** **% of people who say they are satisfied with their local area as a place to live**
2	**To reduce and prevent anti social activity, crime and fear of crime**	The extent to which policies engender: • **a sense of safety and reduce crime and fear of crime** through indirect measures such as **incorporating design features in new development** (such as additional lighting, CCTV). Policies that seek to deliver an **increase in the range and availability of community facilities** should be considered favourably on the basis of their potential contribution to discouraging incidences of anti-social behaviour and opportunistic crime, the latter often being attributed to 'boredom' or a 'lack of things to do'.	**Total crime per 1000 population** **Crime by type (vehicle, burglary, violent) per 1000 population** **Racially aggravated crimes per 1000 population**

3	**To promote accessibility to a range of services and facilities to meet people's basic needs**	Consideration of whether policies will either **directly** (through new or significantly enhanced provision) or **indirectly** (through improved transport links) **increase accessibility** to employment opportunities and the following services: • Schools; • Bus stops • Shopping facilities; • Health and Social Facilities; • Nurseries; • Further Education Establishments; • Children's Centres; • Community Halls; • Churches; • Church Halls and Day Centres; • Libraries; • Residential Homes for the Elderly; • Cemeteries; • Open Space; • Sports and leisure Facilities and Centres; • Supported Accommodation; and • Theatres and Cinemas.	**% of residents with difficulty accessing services** **% of houses 800m from a bus stop** **% of houses 800m from local shopping facilities** **% of buildings open to the public where all areas are suitable for accessible to disabled people** **Hectares of accessible green space per 1,000 people** *% of people experiencing difficulty accessing sports facilities* *% of people who say they are satisfied with local sports and leisure facilities*
4	**To provide a range of housing that meets the needs of the Council area accompanied by adequate supporting infrastructure.**	Consideration of the extent to which policies will • **ensure supply of housing appropriate to local needs, especially in relation to affordability**. • Whether policies help to ensure an **improvement in the quality of housing**, especially in deprived communities is also a key factor. • Consideration should also be made of whether **new residential development is supported by adequate infrastructural capacity**, including transport and wastewater considerations.	**Annual housing completion rate** Annual affordable housing completion rate **Affordable housing deficit** **Non-decent homes by housing sector**

5	**To improve the population's health and reduce inequalities in health**	Consideration of whether policies • **improve access to health facilities or indirectly improve health for all**. • Secondary effects of **reducing air pollution**, **ensuring homes are of a decent standard**, and other indirect or longer-term effects upon health. • Secondary effects of **improving walking and cycling** for both purposeful and recreational trips, as well as **improving access to greenspace and health services by walking and cycling** and the positive effect on levels of health arising from such measures.	**Life expectancy** **% of people who describe their health as good** **% of people with limiting long term illness** *% of population partaking in 3 x 30 minutes of moderate intensity sport and physical activity per week* **Access to GP**
6	**To improve the education and skills of the population**	Consideration of whether policies contribute towards **improvements in existing education facilities** or the **creation of additional educational facilities**, specifically tertiary and higher education centres.	**% of 3 year olds receiving free education** **% of residents able to access appropriate training** **% of population of working age qualified to NVQ 3+** **Number of people in higher education** **Number of people with business and commercial expertise (Advantage WM)**
ENVIRONMENT			

7	**To make the best use of previously developed land (providing this does not harm its biodiversity value) and buildings**	Consideration of the extent to which policies will make the **best use of land and buildings (for example through higher density development, and the use of previously developed land) in locations served by sustainable transport modes**. The **biodiversity value of previously developed land should be considered** in advance of any development, and any potential effects mitigated. Consideration also given to indirect effects such as improving accessibility since this can allow more intensive land uses.	**% development built on previously developed land (housing and employment)** % of new housing built at more than 30dph dwellings per hectare
8	**To reduce the need to travel and promote modes of travel other than the car**	Consideration of whether policies directly **reduce the current trend of traffic growth by reducing reliance on the private car through improving the public transport system and increasing walking and cycling trips** in the Council area. The extent to which policies **encourage a modal shift to bus and train transport, from the current domination of the car, by improving frequency, reliability, and convenience of services**, especially with regard to journeys to work and school.	**Travel to work (mode of transport)** **Average distance travelled to work** **Travel to school (mode of transport)** **% trips to TelfordTown Centre by sustainable transport** **% of new build housing within 800m of a half hourly or better bus service**
9	**To protect and enhance the quality of the landscape and the countryside**	Consideration of whether policies will seek to directly or indirectly **maintain and enhance the landscape quality** of the Council area, **including historic landscape features** (e.g. field boundaries and hedgerows/ hedgebanks). Specific consideration of the effects of policies on the special qualities of the **AONB**. Assessment of the extent to which the quality and quantity of areas of landscape are affected by policies.	*Area and type of landscape character areas in Telford and Wrekin* Number of proposals/policies affecting Shropshire Hills Area of Outstanding Natural Beauty *Number of plans and proposals agreed by the council where the advice of Natural England and the AONB management plan is not followed*

10	**To protect and enhance wildlife habitats which are important on an international, national and local scale**	Consideration of whether policies may have a positive effect on **designated and non-designated habitats and species** (e.g. through increased connectivity or reduced disturbance). Additional consideration of whether the policies will result in the **conservation, enhancement or creation of habitats.** Connectivity of habitats and mitigation of the effects of climate change should be especially considered.	**Area of Sites of Special Scientific Interest (ha)** *Reported condition of Sites of Special Scientific Interest* **Progress towards achieving Biodiversity Action Plan targets** **Area and condition of Local Nature Reserves (ha)** **Area and condition of Wildlife Sites (ha)** **Net change in natural / semi natural habitats**
11	**Protect and enhance geological and geomorphological diversity**	Consideration of whether policies may have an effect on **designated and non-designated sites of geological importance.** Additional consideration of whether the policies will result in the **conservation or enhancement** of such features.	**Area of Regionally Important Geological and Geomorphological Sites (RIGS) adversely affected by water resource options** **Progress towards achieving Geodiversity Action Plan targets**
12	**To protect and where appropriate enhance the landscape, buildings, sites and features of archaeological,**	Consideration given to the extent to which policies will have a direct effect on **designated World Heritage Sites, Scheduled Ancient Monuments, Conservation Areas, listed buildings, locally listed buildings and their settings**, whether through physical change or increased disturbance. In addition, the extent to which policy interventions will **encourage sympathetic integration of development with local character will be assessed**.	**Number of World Heritage Sites, Listed Buildings, Registered Parks and Gardens and Scheduled AncientMonuments**

	historical or architectural interest and their settings	The effect on non-designated features of local historic or architectural interest and value should also be considered, since these can make an important contribution to creating a sense of place, local identity and distinctiveness in both rural and urban areas. Consideration should also be given to the **historic character of landscapes and townscapes beyond site specific areas, and the potential for as yet unrecorded archaeological interest**. Secondary beneficial effects will be associated with policies that will reduce traffic levels in the Council area as well as other non-intrusive traffic management/exclusion measures. Policies that encourage a reduction in activities causing climate change will reduce the impact on heritage sites from the weather events.	**Number of Listed Buildings or Scheduled AncientMonuments at Risk** *Number and % of historic buildings, sites, areas and/or their settings affected by proposals/policies* **Number/area of Conservation Areas** **New sites recorded for their archaeological interest**
13	**To address the causes of climate change through reducing greenhouse gas emissions**	Consideration of whether policies will result in **reductions or increases of greenhouse gas emissions** and to what extent. This includes a consideration of emissions arising from buildings, land use change and transport.	**Emissions of greenhouse gases by sector** **Council's greenhouse gas emissions**
14	**To reduce the risk of flooding**	Consideration of whether policies will have **positive or negative effects on flood risk from all sources either directly through proximity/location within areas of flood risk** (for example through locating development in flood plains), or indirectly through exacerbation of effects downstream or increasing the proportion of impermeable surfaces. Consideration of whether policies will result in an increase/decrease of flooding e.g. through using Sustainable Urban Drainage Systems.	Number of planning permissions within flood risk areas granted contrary to advice from the Environment Agency Number of new planning permissions with Sustainable Urban Drainage Systems (SUDS) installed

15	**To protect and enhance the availability and quality of water resources**	Consideration of whether policies will have **positive or negative effects on maintaining and improving the quality of surface, ground and coastal waters.** Consideration also given to aspects such as: surface water run-off from impermeable surfaces; proximity of development to water courses; intensity of development; and delivery of measures to encourage a responsible approach to water use, re-use and conservation. The opening up of culverts into open watercourse and the length of watercourse restored/ impacted on should also be considered.	*% of watercourses classified as good or fair biological and chemical quality* *Incidents of major and significant water pollution* *Groundwater quality* Length of culverts opened up into open watercourse and the length of watercourse restored Use of SUDs and other water conservation measures
16	**To reduce air pollution and ensure that air quality continues to improve**	Consideration of whether policies will result in **reductions or increases in traffic- and industry- derived pollutant concentrations.** Effect of policy interventions on **predicted changes in road traffic numbers and the effect on the concentrations of certain pollutants** (NO_2 and PM_{10}). Secondary effect of the use of more sustainable modes of transport, reductions in vehicle use, and changes in industrial activities and locations, leading to improvements in air quality.	*Levels of main air pollutants* *Number of days when air pollution is moderate or high* **Number of Air Quality Management Areas declared**
17	**To reduce noise and light pollution**	Consideration of whether policies will result in an **increase in noise or light that will affect the amenity of residents in the area.** Policies may seek to reduce these impacts through the location of roads and new development away from residential areas, or seek to minimise the generation of these effects.	Light pollution from and affecting new and existing development Noise pollution from and affecting new and existing development

18	**To reduce contamination and safeguard soil quality and quantity**	Consideration of how policies will **reduce or increase soil contamination and safeguard agricultural soil quality and quantity, particularly the best and most versatile land** (grades 1, 2 and 3A in the national classification). Effects of policies on RIGS should also be considered. Secondary consideration of the effects of climate change on soils, such as the loss of organic content and whether policies mitigate these.	Number of sites affected by contamination remediated as part of new development and put back into use **Total area of grade 1, 2 or 3a agricultural land** *Number and condition of Regionally Important Geological Sites (RIGS)*
19	**To increase energy efficiency and increase the use of renewable energy**	Consideration of whether policies will directly **reduce energy demand by encouraging energy efficiency and micro-generation by efficient sources**. Consideration will also be given to indirect effects, e.g. development located to reduce transport distances and design factors such as building orientation (linked to passive solar gain) and building form. Consideration of whether policies will directly **encourage the use of renewable energy technologies in new developments and renewable generation schemes.**	**Energy consumption per capita** Number of planning applications promoting energy efficient design Number of planning applications promoting renewable energy
20	**To reduce the generation of waste and maximise re-use and recycling**	Consideration of whether policies directly **reduce the generation of waste and increase recycling of waste against standard levels expected for development**, e.g. by providing recycling facilities within and near to homes. Consideration will also be given to construction waste reduction, re-use and recycling. Additional consideration of policies that require sufficient land to be allocated within the Council area to encourage regional self-sufficiency in waste management and processing.	**% of household waste sent to landfill** **% of household waste recycled or composted**

21	**To promote the use of resources efficiently, as well as sustainably sourced products and resources and re-used and recycled products**	The extent to which policies will promote **the use of low embodied energy materials from sustainable sources and material from local sources and suppliers in the construction of new developments**. Policies which require new build and retrofit development to meet BREEAM and the Ecohomes 'very good'/Code for Sustainable Homes Level 4 as a minimum.	% of new build residential meeting Ecohomes Very Good or Code for Sustainable Homes level 4/6 % of new build commercial meeting BREEAM Very Good Standard CO2 emissions from residential buildings
ECONOMIC			
22	**Create a balance of employment opportunities across all sectors**	The extent to which policies will **encourage diversification of the economy to attract both increased employment opportunities and people**; and the extent of the expected effect of the policies on the **overall quality and attractiveness of the area** will be primary considerations. A key consideration is whether policies will reduce the number of economically inactive people, through the promotion of increased employment.	**% change in employment** **All people of a working age claiming a key benefit** **Number of jobs by sector**
23	**To improve economic competitiveness in the area**	Consideration of whether policies will be successful in **adding to the diversity of town and rural centres through new development.** Assessment of the ability of policy interventions to **increase the vitality of town centres through improvements to public transportation and access; physical environment improvements; regeneration works; and measures that encourage increased length of stay for residents and visitors, including new housing provision**. Consideration of whether policies will support maintaining and extending the range of wealth generating activities, including retail, leisure, recreation and tourism in addition to business activities, opportunities and educational facilities.	**New employment floorspace by type** *Average earnings of employees* **Breakdown of businesses by sector** **Net change in VAT registered businesses per 10,000 population** *Provision of services and infrastructure that supports an improvement in economic competitiveness in the area (Advantage WM)*

4 Sustainability Objectives,Baseline and Context

4.72 Key to Data Availability for Indicators

- **Bold = Known data for Telford and Wrekin**
- *Italic = Known data for Shropshire and/or West Midlands Region*
- Underlined = No data currently available

Monitoring Results

4.73 A complete list of baseline data for each indicator, along with suggested benchmarks and targets are detailed in the Annual Monitoring Report which can be viewed on the Council's website. It should be noted that the annual monitoring process will develop and refine these indicators and the related targets.

4.74 The extent to which the plan is contributing to the achievement of Sustainability Objectives will be monitored and reported on an annual basis by measurement of the indicators. This will fulfil the requirements of Article 10 of the SEA Directive to monitor significant environmental effects. Further, monitoring is necessary to assess the accuracy of predictions of sustainability effects of the plan and to highlight any unpredicted adverse effects.

4.75 In order to track changes in indicators, baseline data has been used to identify trends. Suitable benchmarks have also been established, allowing changes in indicators to be distinguished from changes resulting from factors not controlled or influenced by the plan. Sources of data, trends and baselines and monitoring methodology are all detailed in the Annual Monitoring Report.

5 Preferred Options SA Results September 2007

5 Preferred Options SA Results September 2007

Introduction

5.1 This chapter contains the results of the SA of the CTAAP Preferred Options Report. The results of the SA at this stage were taken into account while developing the Submission content of the CTAAP. The results of the SA of the CTAAP Submission Document are in Chapters 6 and 7 of this SA Report.

Objectives

5.2 The CTAAP objectives were appraised in sets presented in the CTAAP POR, for example, the four mixed use and economic and social vibrancy CTAAP objectives have been appraised in one SA~~appraisal~~. As the CTAAP objectives are grouped into sets, many of the SA objectives are not related to that specific set and thus score a 'Neutral'.

5.3 However, it is recognised that overall all the sets of CTAAP objectives cover the topics identified in the SA objectives. In some cases the results of the SA recommend changes to the wording/addition of a new objective is desirable to improve the sustainability of the CTAAP objectives, these recommendations are detailed in the results below.

Sustainability Objectives

5.4 These CTAAP objectives have scored well against the SA objectives. Though it is noted that there is no mention of supporting education facilities and minimising waste within this set of objectives. This set of CTAAP objectives could incorporate these items to improve the sustainability of these objectives.

Mixed Use and Economic and Social Vibrancy

5.5 These CTAAP objectives performed well against the SA objectives. No recommendations for change have been identified.

Regeneration

5.6 These CTAAP objectives scored well against the SA objectives. No recommendations for change have been identified.

Transport and movement

5.7 Changes proposed to the Central Telford transport system and the implications for the public realm and modes of transport used compliment the SA objectives relating to carbon emissions, the quality of the built environment and access to services and facilities. There are also possible economic benefits as Central Telford develops into a more lively and vibrant town centre which would contribute to the image of the area. These CTAAP objectives could also indirectly impact on health if people are encouraged to cycle and walk.

Townscape

5.8 Most of the SA objectives are not related to the Townscape CTAAP objectives however those objectives related to the urban fabric of the environment are compatible with the townscape CTAAP objectives. In addition creating character areas within the town centre and improving the legibility of the area are considered to be positive for the image of the area and sustainable economic development.

5 Preferred Options SA Results September 2007

Public Realm

5.9 The public realm CTAAP objectives contribute to the achievement of a number of SA objectives including improved access to services, promoting sustainable modes of transport and improving the built environment. With an improved public realm people will feel more inclined to walk rather than drive in the Central Telford area. There may be scope for reference to more natural features in the public square proposed for Southwater which would improve the compatibility with the public realm CTAAP objectives and improving the natural environment SA objective.

The Natural Environment

5.10 These CTAAP objectives particularly relate and are compatible with the environmental objectives however the natural environment can also provide a valuable recreational resource for residents and contribute to the image of the area. The provision of open space for recreational purposes also contribute to the health of the population by providing space for activities such as walking, cycling and playing sports and games.

Policies

Preferred Options Policies

CT1 Mixed Use and Diversity of Use

5.11 This policy is considered key in delivering the objectives of Central Telford. Pursuing high density mixed use development in a central location with improved transport infrastructure offers the greatest opportunity for improving the sustainability of Central Telford, which currently offers little residential development and a car dominated environment.

CT2 Retail

5.12 This policy scored well against the applicable SA objectives. The key issues associated with retail are; accommodating future retail need in the Town Centre, protecting and retaining the existing retail offer in the town centre, and retail issues outside the town centre. These issues are adequately resolved in this policy from a sustainability perspective.

CT3 Jobs and Prosperity

5.13 This policy scored well against the applicable SA objectives, especially the economic objectives. Diversification of the economy of the Town Centre would greatly improve the overall sustainability of Central Telford. There is currently a concentration of offices within several areas of the Central Telford Area. The results of the SA indicate that there is a lack of public realm and green spaces in the immediate vicinity of concentrations of offices currently. This should be addressed in part by the CT12 Design and CT17 Open space policies but should also be supported through this employment policy to recognise the importance of facilities such as benches or small parks for employees.

5 Preferred Options SA Results September 2007

CT4 Residential

5.14 This Policy has scored well in the SA, though the scores against the environmental SA objectives could be improved if the design principles were signposted here as part of this option. By increasing the amount of residential development in Central Telford an increased proportion of the population will have improved access to services, such as public transport. An increased amount of residential development will support the establishment of the more vibrant Town Centre.

CT5 Affordable Housing

5.15 This important issue is addressed by the development of an affordable housing policy which is specific to the housing situation in Central Telford. An affordable housing policy for the rest of the borough will be contained in the Development Control DPD.

5.16 There are many key issues to address in the provision of affordable housing in Central Telford:

- What type of tenures of affordable housing should be provided?
- How spatially should the affordable housing be provided?
- What amount of affordable housing should be provided (as a percentage of all residential development in Central Telford?)
- How should the balance of affordable housing be spilt spatially and between the various tenures of affordable housing?

5.17 There are options presented for each of these issues, the results of the SA for these options are presented below.

CT5 (A) Tenures Affordable Housing

5.18 Only one option is proposed for the tenures of affordable housing – a mix of tenures. This option has scored well against the relevant SA objectives.

CT5 (B) Spatial Provision of Affordable Housing

5.19 This refers to how the provision of affordable housing should be distributed across the Central Telford area.

5.20 **Option (i) Concentration of affordable housing on specific sites** – This option has not scored well on several sustainability objectives. These objectives are 'improving and maintain the quality of life & community well being for all', 'make optimum use of land and property', 'enhance and protect the quality of the built environment' and 'enhance the image of the area as a business location'. The concentration of affordable housing on specific sites would not enhance the image of those areas or create 'mixed' communities.

5.21 **Option (ii) Balance of provision of affordable housing across a range of sites** – This option has scored well against sustainability objectives,subject to the urban design principles being included in the CTAAP. Integration of affordable housing with other housing types in each development sites will contribute to providing a good quality built environment and creating mixed communities.

5 Preferred Options SA Results September 2007

5.22 Option (iii) – Balance provision of affordable housing across a range of sites, where appropriate but also allow for some sites which just provide affordable housing – This option has scored well against the sustainability objectives to which this element of affordable housing is related. The results of option (i) SA indicate that balancing the provision of affordable housing across a range of sites is preferable to affordable housing only sites. However it is recognised that there many be instances where may be necessary to have solely affordable housing sites, these sites must be effectively integrated with neighbouring housing areas to avoid resulting negative impacts.

CT5 (C) Levels of Affordable Housing

5.23 These options deal with what percentage of affordable housing should be provided as a proportion of the total amount of housing in the town centre.

5.24 Option (i) – 30% and Option (ii) - 40% - Both of these options have scored well in the SA and meet the many of the social, environmental, economic objectives of the SA. Providing adequate levels of affordable housing is essential for supporting Telford's growing economy.

5.25 Option (iii) – 20% - this option does not meet the housing needs of the borough, and thus conflicts with many of the SA objectives and would not be sustainable.

CT5 (D) Off site and on site provision of Affordable Housing

5.26 Where affordable housing is required there are a number of options for how that requirement is met.

5.27 Option (i) – On site provision and Option (ii) – off site provision or contributions in lieu of on site provision – These options each score well against the SA objectives, though either option does not provide the ideal scenario for every site.

5.28 Option (iii) - Provide affordable housing on site, as a preferred approach to provision but recognise that there may be circumstances where off site provision is a suitable alternative - This option allows for the provision of affordable housing in any scenario. Many of the SA objectives are not related those that are related score well.

CT6 Leisure, Culture and Tourism

5.29 Only one option is proposed for the leisure, culture and tourism policy. East Southwater is designated to be the focus for improvements to cultural, media and leisure activities. This option scores well against the sustainability objectives; the option promotes economic growth, and enhances the image of Telford as a traditional town centre.

CT7 Parking

5.30 This policy has scored mainly 'Neutrals' (not related) as many of the sustainability objectives do not directly relate to parking standards. Though this policy ensures that multi storey car parks will not adversely affect the urban form which conforms with the SA objectives for the built environment. To improve the sustainability of this policy there should be an overall aim to reduce the number of parking spaces provided to encourage high levels of public transport patronage.

5 Preferred Options SA Results September 2007

CT8 Park and Rail/Walk

5.31 Option (i) Support Park and Rail/Walk site at Telford Central station

5.32 An environmental conflict arose in the SA of this option. The positive effect of this option would be increasing rail patronage, however the negative effect is the increased provision of parking facilities encourages the use of the car to Central Telford. Maintaining a constant level of parking facilities within the Central Telford Area is necessary to promote sustainable modes of travel.

5.33 To achieve the additional aim of this car park providing the facility to enable people to 'park and walk' into the town centre there must be enhancements made to the pedestrian links between Town Centre and the Railway Station to ensure that walking to the Town Centre from this site is fully promoted.

5.34 Overall this option does not offer the most sustainable option for this site, significant modification would be needed to ensure that Euston Way does not just become used as a car park (this proposed multi storey and the present large surface car park). A more diversified approach taking into account the CTAAP Mixed Use Policy CT1 must be taken.

5.35 Option (ii) Support Park and Rail/Walk together with offices and small scale retail

5.36 This option includes office provision above the multi storey car park, and a small scale restaurant/café.

5.37 It is considered that by diversifying the uses on this site from just car parking improves its sustainability score in the SA, by boosting the economic credentials of this option. However environmentally the same conflict as Option (i) arises, although potentially increasing rail travel, another car park will be provided and that the reliance on the car is not reduced overall. The social objectives would be supported by enhanced pedestrian and cycle links between Central Park and the Town Centre.

5.38 However it is unknown if the total number of car parking spaces will differ between Option (i) and (ii), it is presumed that with the other uses also proposed for Option (ii) that this option will provide less parking spaces than Option (i).

5.39 Option (iii) Oppose Park and Rail/Walk

The results of the appraisal are mixed for option (iii). If there were no multi storey car park built at the train station, then potentially it could negatively affect rail patronage and negatively impact on the pedestrianisation of the Box Roadby increasing the amount of car travel on Rampart Way. Alternatively if there was one less multi storey in Central Telford area, then a greater number of people would have to use public transport to access the Town Centre reducing car travel and reducing carbon dioxide emissions. This option scores negatively against economic sustainability objectives but it scores more positively against the environmental objectives.

5.40 Park and Rail/Walk overall summary

5.41 The results from the SA indicate that Option (ii) is the most sustainable option presented. This option increases the amount of employment provided on Euston Way, and provides a complementary restaurant/café to the existing public house.

5 Preferred Options SA Results September 2007

5.42 Recommendations for Option (ii):

- Improvement to pedestrian/cycle links to Central Park, Stafford Park and Town Centre. Potentially there could be links to the building of the bridge across the M54 to Central Park via section 106 agreement?;
- The development brief should provide requirements for high quality design of the multi storey;
- The development brief should ensure that the A3 (restaurant & café) is complementary to the existing A3 land use on Euston Way;
- Renewable energy should be incorporated into the design of the car park.

CT9 Box Road

5.43 Only one approach is proposed for the box road, to downgrade it thus making it more pedestrian and cycle friendly. This option has scored very well against the majority of SA objectives. By downgrading the Box Road, more walking opportunities are created, offering greater social integration, and improving the public realm. Suggested improvements to this option to optimise its sustainability are:

- Incorporating SUDs within the materials used to create the downgrading of the Box Road;
- Green features should be included in the creation of the pedestrian Box Road.

CT10 Greyhound Link

5.44 The Greyhound Link would be a strategic highway link between the Forge Interchange on the M54 and the Greyhound Interchange on the A442. Details of the route or phasing are not known at this point. The appraisal has produced mixed results. Many positive and negative sustainability impacts have been identified. Encouraging private car travel by building new roads is deemed to be unsustainable, as it will increase carbon emissions and detract from efforts to encourage the use of public transport. However the building of the Greyhound Link will help facilitate the downgrading of the Box Road.

CT11 Bus Station

5.45 Policy CT11 outlines the possible benefits that can be gained from moving the bus station to a different location. The text also highlights further studies that are underway in relation to the regeneration of the town centre. Improving the public transport system in the Central Telford would contribute to the reduction of carbon emissions and the promotion of sustainable modes of transport as well as improving access to services for those without a car. The moving of the bus station in line with the results of study work carried out would also facilitate the regeneration of the Central Telford Area thereby improving the quality of the built environment.

CT12 Design

5.46 This policy has scored well against the SA objectives. However it is considered that the layout of sites is key to ensuring high quality design, the layout of development should enhance accessibility for all with priority for pedestrians in Central Telford with safe pedestrian routes around the development. The Urban Design Principles should be mentioned within this policy.

5 Preferred Options SA Results September 2007

CT13 Density

5.47 This policy has scored well against the SA objectives. Compared to the no plan scenario this policy is a positive addition to the LDF as it will ensure that high density will be achieved in the appropriate locations within Central Telford.

CT14 Public Realm

5.48 This policy scores well against the majority of SA objectives. However there are a number of objectives for which it is not related.

CT15 Storey Heights and Tall Buildings

5.49 This policy has scored well against the majority of SA objectives. Increasing the storey height will improve the townscape of Central Telford and help make more efficient use of land.

CT16 Landscape

5.50 This policy has scored well against the majority of the SA objectives. Promoting greenery will enhance the Central Telford area.

CT17 Open Space

5.51 **CT17(A) Protection of existing open space.** This policy scored well on the majority of the sustainability objectives. The policy scores well both in terms of providing services and facilities and protecting the quality of the natural environment. Open space makes an important contribution to the health of the population as it provides space for outdoor activities.

5.52 **CT17(B) Provision of new open space.** The results of this sustainability appraisal are broadly positive but it does not score as well in the environmental objectives as the protection of existing open space. This is mainly due to no mention of green spaces within this policy. Without the mention of green spaces within this policy it is unclear about the ratio of built form to open space desired or the amount of natural space desired. It is suggested that more emphasis needs to be placed on the provision of green space. The mention of tree planting along Town Centre streets within the policy; must have regard to natural surveillance and its importance in perception of personal safety which is important in helping to promote Central Telford as a more vibrant 24 hour centre, and ensure that native species are planted, preferably those that are drought tolerant. Definition of public realm should be provided in this document and signposted in this section.

5.53 Recommendations:

- That green spaces are referred to within the policy/definition of open space provided within the policy;
- Definition of public realm should be provided within the text introducing this policy;
- This policy must take note of Community Safety SPD in the design of open spaces.

5 Preferred Options SA Results September 2007

CT18 Ecology and Biodiversity

5.54 This policy has scored well against the environmental SA objectives due to the proposal to introduce a strategic biodiversity network. The network will provide an informed and effective mechanism for protecting the natural environment. The preferred policy also highlights the benefits which biodiversity can bring to the built environment.

CT19 Telford Town Park

5.55 This policy scores well against the SA objectives, subject to a modification of the wording of the second bullet point. It is recommended that the wording be changed in the second bullet point to 'improving the interface between Town Park and Town Centre'.

Sites and Options

Preferred Options Sites and Options

Town Centre Character Area

Telford Town Centre 1 – The Primary Shopping Area

- *Option (i) – Mixed use of Retail and employment*
- *Option (ii) – Mixed use of Retail, Employment and Residential*

5.56 Both options scored well in the appraisal, particularly if development in TC1 involves the use of surface parking areas. Increasing the number of storeys in TC1 and developing on surface car parking represent a greater efficiency in the use of land. The use of current car parking for development would also contribute to the improvement of the built environment in the area since surface parking is not a visually attractive land use and new development provides an opportunity to improve the public realm and pedestrian access in the area.

5.57 The higher concentrations of development and an increased mix of uses proposed in these options would also contribute to decreasing the need to travel as more services and facilities are available within a small geographical area. Option (ii) was compatible with S3 'Provision of a range of housing…', however Option (i) was unrelated but it is considered that there are other sites within the town centre character area which can fulfil the role of providing a range of housing, so this was not considered to be detrimental.

5.58 Recommendation:

- Encourage development on surface car parks where possible.

Telford Town Centre 2 – West Southwater (Site Allocation 1)

- *Option (i) - Mixed use of employment and retail*
- *Option (ii) - Mixed use with retail, employment and residential*

5.59 It is assumed that employment in this context means offices/B1 uses.

5.60 These options are very similar; retail and employment proposed for Option (i) with the addition of residential proposed for Option (ii). This site is currently dominated by large surface car parks and a disparate collection of unrelated buildings and uses. The majority of these

5 Preferred Options SA Results September 2007

buildings are used only during office/shops hours and thus there is no natural surveillance of the area in the evenings, this combined with large areas of surface car parks, currently increases the fear of crime within this area.

5.61 Both options represent an improvement to West Southwater area and will enhance the cohesion of the whole Southwater area. As such both options performed well against the social, environmental and economic sustainability objectives. However the SA has identified Option (ii) as the most sustainable option as it provides residential development in the Town Centre. The main reasons are summarised below.

5.62 The presence of residential development in Option (ii) for this site offers greater cohesion with neighbouring Malinslee. The provision of housing in the Town Centre will help achieve the diversification of uses and will support the development of a more 24/7 Town Centre. Residential mixed use provides greater opportunity for continued site activity throughout the day – providing a higher possibility of natural surveillance to routes and areas.

5.63 Recommendation:

- This site includes several cycle paths linking the Town Centre to the TownPark. These cycle paths must be enhanced and integrated within the redevelopment of West Southwater to ensure they offer practical accessible routes between the TownPark and the Town Centre.

Telford Town Centre 3 – The Cultural Hub (Site Allocation 1)

5.64 This area provides important links to Telford Shopping Centre, Telford International Hotel and Town Park. In particular it is the key gateway between the shopping centre and Town Park.

5.65 There is just one option proposed for this site: to create a vibrant mix of cultural, leisure and retail (including an emphasis on A3 restaurants & cafes) focused upon an enlarged and improved Southwater Square with improved links to its immediately surrounding areas.

5.66 The SA results are broadly positive for this option. The option has performed well against social sustainability objectives. However assessment of the option against environmental objectives has raised areas of potential concern. The entrance to Town Park and Southwater Lake is within this site. It is important that these areas are subject to a biodiversity survey and are retained and enhanced as part of the development of this site, in line with the natural environmental objectives contained in chapter 4 of CTAAP. The existing cycle and pedestrian links to this site must be enhanced to improve accessibility to Town Park, shopping centre and the International Centre via this site and to increase footfall through the site which will help create the vibrant cultural hub.

5.67 Recommendations:

- The inclusion within the Transport and Movement objectives (Chapter 4 of the CTAAP) of an bullet point which addresses improving cycle paths and footpaths:
- More emphasis on the presence of Town Park within this option and what is proposed for Southwater Lake and the entrance of Town Park with particular emphasis on the need for a biodiversity survey.

5 Preferred Options SA Results September 2007

Telford Town Centre 4 – East Southwater (Site Allocation 1)

5.68 This site is characterised by exhibition, conference and hotel uses. There is only one option presented for this site: consolidate the existing uses.

5.69 This option scores well in all categories of the SA. This option addresses improvement as a gateway site to Town Centre and recognition and improvement to the interface with Town Park.

5.70 Recommendations:

- Improve pedestrian/cycle access between the site, the cultural hub, shopping centre, Town Park and the rest of Southwater.

Town Centre 5 – Telford Gateway (Site Allocations 3 and 4)

5.71 The objective for the Telford Gateway is to consolidate existing B1(a) uses with some A3 including transport improvement and a multi-storey car park. This objective was found to be either compatible with the SA objectives or not related.

5.72 Site allocation 3 (Rampart Way) falls within TC5. A land mark building on this site would make a positive contribution to the image of the area, provide the opportunity to improve the permeability of the area (perhaps through the use of developer contributions) and enhance the built environment.

Town Centre 6 – Civic Quarter (Site Allocation 5)

5.73 The purpose of development and change in this area is to consolidate and enhance the existing focus upon civic uses and increase connections with surrounding areas. This proposal was found to be either compatible with the SA objectives or not related.

5.74 Site allocation 5 (Hall Car Park) falls within TC6. This site is currently used for surface parking. Surface parking is not considered to be an efficient use of land and does not contribute to the reduction of green house gas emissions or pollution. Office development on this site is therefore considered to be sustainable since it provides the opportunity for including sustainable urban drainage methods, for improving the quality of the built environment and for increasing pedestrian cycle access in the area (possibly through the use of developer contributions).

Telford Town Centre 7 – Malinslee Link (Site Allocation 2)

- *Option (i) – Residential*
- *Option (ii) – Mixed Use of Residential and Employment*

5.75 TC7 sits between Malinslee and Town Centre and is currently undeveloped. The site has the potential to effectively link Malinslee to Town Centre.

5.76 Option (i) for this site is just residential development. The results of the appraisal are mainly positive. There are a number of improvements that can be made to the option to improve the sustainability of this option; improving the current footpath and creation of a cycle route linking Malinslee and Town Centre, and the protection and enhancement of the existing wooded boundary to the north and west of the site.

5 Preferred Options SA Results September 2007

5.77 Option (ii) for this site is mixed use residential and employment. It is assumed that employment in this site is B1 (offices). The results of the SA are predominately positive within all three sustainability objective areas (social, environmental and economic). This option has performed better in the SA results, as such this is the most sustainable option presented for Malinslee Link. However there are several improvements that can be made to this option to improve its sustainability:

5.78 Recommendations:

- Improving the current footpath and creation of a cycle route linking Malinslee and Town Centre;
- The protection and enhancement of the existing wooded boundary to the north and west of the site;
- Subject to sustainable design/construction policy in DC DPD.

Town Centre 8 – Telford 'Urban' Park (Site Allocation 1)

- *Option (i) – Provide replacement leisure facilities*
- *Option (ii) - Mixed Use Hotel and Residential*
- *Option (iii) – Mixed Use Employment and Residential*
- *Option (iv) Leave the Arena as it is at Present*

5.79 The northern part of the Town Park performs the role of a formal park and Policy CT19 (Town Park) continues to support this role. However the area known as the Arena has been identified as having potential for redevelopment associated with the development of Southwater. The options presented below only relate to the Arena site on the basis that at present the arena is not fully utilised as an area of open space.

5.80 It is assumed in appraising Option (i) that the leisure facilities currently in the Southwater area will be relocated to the Arena site allowing further developments to occur on the present leisure site which will help facilitate delivery of the CTAAP objectives.

5.81 On this basis the movement of the leisure facilities does not represent a loss of services and facilities in the Borough and provides the opportunity to provide an improved quality of leisure facilities. In addition the movement of the leisure facilities from Southwater enables development of the Southwater area into a cultural quarter, improving urban fabric. The relocation of such uses to the arena should also provide the opportunity to improve the interface between the town centre and the Town Park.

5.82 Option (ii) contributes to the provision of a range of housing within the borough and option (iii) promotes economic growth which is sustainable as it provides land and property to invest in a sustainable location. However Options (ii) and (iii) score poorly in relation to improving the built environment as both options would remove the possibility of improving both leisure and cultural facilities in Central Telford, as proposed in option (i). If either options (ii) or (iii) were to be developed on the Arena site it would result in the need to find an alternative site for improved leisure facilities. However an alternative site would be unlikely to be found in a central location thus potentially increasing the need to travel and promoting travel by car.

5 Preferred Options SA Results September 2007

5.83 Option (iv); leaving the Arena as it is, scores positively for the natural environment objective as this site of Town Park would not be developed. But overall this option does not represent an efficient use of land or contribute to the economic SA objectives. Nor does it contribute to the delivery of housing or promote the improvement of the built environment.

Old Park Character Area

Old Park 1 – Old Park West (Site Allocation 6)

- *Option (i) – Employment*
- *Option (ii) – Residential*
- *Option (iii) – Mixed Use Residential and Employment*

5.84 In the appraisals of the three options presented for Old Park (i), both Option (ii) (housing) and Option (iii) (mixed use) out performed option (i) (employment) on the social objectives. All options for this site scored very similarly with similar recommendations for the improvement of each option to satisfy the SA environmental objectives. Both Options (i) and (iii) include employment designations which satisfy the economic objectives.

5.85 After a comparison of the options presented for this site, it was determined that some housing is needed on this site to achieve the aims of improving the connections to the Town Centre and Old Park's cohesion and integration with the surrounding areas. As this site is the largest in Old Park it offers the best opportunity to contribute to achieving these aims.

5.86 The results of the SA indicate that Option (iii) (mixed use) is the most sustainable option for OP1.

5.87 The Preferred Option in the CTAAP for this site is Option (ii) (housing). To improve the sustainability of Option (ii), the following recommendations should be incorporated into the option/development brief:

- The expansion and enhancement of the community facilities;
- That the community facilities to be provided in this option are identified in the option text;
- The community facilities provided should include accessible educational uses;
- Accessible useable open space within this site;
- The water feature fronting on to Colliers Ways should be maintained in the new development.

Old Park 2 – Park Lane(Site Allocation 7)

5.88 Housing is the only option proposed for this site in the CTAAP. This appraisal has produced mainly positive results for social and environmental objectives. However economic objectives have only produced a moderate outcome as this option contains just housing.

5.89 For this appraisal it has been assumed that the community facilities proposed in OP1 (contained in option (ii) and (iii)) fronting Colliers Way will be provided.

5.90 To improve the levels of sustainability, the following recommendations should be incorporated into the preferred option:

- Creation of a green link with existing neighbouring green space of Old Park North;

5 Preferred Options SA Results September 2007

- Ensuring that safe accessible pedestrian and cycle links to Town Centre, Southwater Square and Town Park are provided;
- That community facilities planned for OP1 should be provided.

Old Park 3 – Central Old Park (Site Allocation 8)

- *Option (i) Employment*
- *Option (ii) - Housing*

5.91 In Option (i) (employment) it is assumed that the employment would be B1 (offices) and would also include educational uses within the site (based on the Employment Land Review 2005 and the Site Allocation Information). The density and amount of housing proposed in Option (ii) is unknown.

5.92 The results of the SA support the CTAAP Preferred Option – Option (i) Employment. The neighbouring office development of the Wrekin Housing Trust supports the development of further offices on OP3. OP3 neighbours an employment site and Belvedere (an important area of green network), and thus to optimise the connectivity of Old Park area, employment is more suitable than housing for this site. However it is very important that pedestrian and cycle routes to Town Centre are improved to increase levels of sustainable travel and to link the office development with Town Centre offices.

5.93 The sustainability of this option could be improved by:

- Ensuring educational facilities are included on site;
- The design of the offices should enhance the townscape and be in keeping with the existing Wrekin Housing Trust offices
- Creation of a green link with existing neighbouring green space of Belvedere;
- Promotion of these green links to the wider community;
- Improvement of pedestrian and cycle routes.

Old Park 4 – The Belvedere

5.94 No change has been proposed for this area of open space so it has not been subject to SA.

Old Park 5 - Old Park East

- *Option (i) – Do not allow the retail and leisure offer to expand*
- *Option (ii) – Expand the retail and leisure offer at the retail parks*

5.95 Option (i) restricting Leisure and retail (other than bulky) goods in the Old Park East area does not mean that leisure and retail facilities will not go ahead elsewhere as the CTAAP identifies other sites for leisure and retail development. Option one therefore does not remove the opportunity for improving quality of life and access to recreational and leisure facilities. Not allowing retail and leisure development in Old Park East will further promote retail and leisure in the more sustainable locations in the town centre, in particular the Southwater area and further contribute to the improvement of the built environment in those areas.

5 Preferred Options SA Results September 2007

5.96 Option (ii) is likely to have a detrimental affect on the built environment as development is drawn away from the areas which could potentially deliver an improved public realm and more traditional town centre. Retail parks are generally considered to be visited mainly by car and development on retail parks would therefore encourage unsustainable modes of transport.

Central Park Character Area

5.97 Central Park is geographically very close to Telford Town Centre, however there are two major roads (M54 and A442) and the railway line which create physical barriers between the two areas. At present there are limited pedestrian and cycle routes between the two areas and many of the roads do not feature footpaths.

5.98 The Local Transport Plan has recognised this problem and has a number of proposals aimed at increasing pedestrian and cycle movement between the two areas. The most important proposal is a footbridge across the M54 from Telford Central Station to the south western corner of Central Park.

5.99 The results of the SA of all of the Options and sites considered all assume that the footbridge from Central Park to Town Centre will be built. If it is not built then the ramifications of further development on such a car dependant area would be an increase in greenhouse gases, decrease in quality of life for the residents, car parking problems and congestion.

Central Park 1 – Central Park (Site Allocation 9)

- *Option (i) – Employment*
- *Option (ii) – Mixed Use Employment B1(a) with Some B1(b) and Residential (Predominantly Employment)*

5.100 Currently the site is mixed employment and open space. Central Park 1 has a growing office employment profile.

5.101 Option (i) would be an expansion of the current use of offices on the site. As this option in the CTAAP describes there are already parking problems in CP1; increasing the number of the offices will exacerbate the problem and will not facilitate the linking of Central Park to the Town Centre.

5.102 Option (ii) would be a mixed use site of residential and offices. Residential development in the southern part of the site would benefit from the close proximity to the railway station and accessible pedestrian routes (subject to the footbridge being built across the M54) to the Town Centre. Residential development on this site will also promote a more 24/7 use of the site and will offer natural surveillance opportunities for key pedestrian and cycle routes through the site.

5.103 The results of the SA indicate that the most sustainable option for CP1 is Option (ii); mixed use. CP1 must diversify from its current office focused use to reverse its current isolation from other housing areas and contribute towards the Central Telford vision. Option (i) does not offer the diversification of uses needed to optimise the potential of this site.

5.104 The proposed pedestrian and cycle link to the train station and Town Centre from CP1 facilitates the development of high density sustainable residential development. Option (ii) proposal has great potential to include a high level of renewable energy technology, such as wind turbines and combined heat and power systems due to the high density proposed and the

5 Preferred Options SA Results September 2007

elevation. The location and topography of CP1 offers a prime site to showcase climate change adaptation measures for buildings such as green roofs to users of the adjacent M54 and rail line.

5.105 Suggested improvements to Option (ii) Mixed Use:

The residential development should utilise its prominent visual location with innovative design and incorporation of renewable energy technologies. The development brief for this site:

- Must encompass a high level of renewable energy suitable for the site;
- That the employment development within the site should adopt 'Green travel' plans, encourage car sharing;
- Include usable green open space to provide biodiversity and recreation functions.

Central Park 2 – Telford Way(Site Allocation 9 and 10)

- *Option (i) – Employment*
- *Option (ii) – Retail*
- *Option (iii) Mixed Use (Employment/Residential)*

5.106 For the appraisal of option 1 it has been assumed that the proposed uses for this option are B1 (a) and (b).

5.107 The concentration of use B1(a) suggested in option (i) is considered to be the most suitable employment type for this site, however use B1 does not contribute towards a more vibrant 24/7 Central Telford area, nor does it provide any housing which would assist the development of one of the key elements of the Town Centre vision.

5.108 For the appraisal of option (ii) it has been assumed that the proposed use for this option is bulky goods retail.

5.109 The results of the SA for option (ii) indicate that this option is not considered to be sustainable. This option scored negatively against the environmental and social sustainability objectives and the majority of economic objectives. Bulky goods retail encourages the use of the car and such large retail outlets are unlikely to provide the type of prestigious buildings required to deliver the vision for Central Park. This option does not facilitate pedestrian and cycle travel either through the site or into Town Centre.

5.110 Option (iii) has performed well against, social, environmental and economic sustainability objectives. The mix of employment and housing on this site would complement the preferred option of CP1. This site has a good transport network (with the provision of the footbridge across the M54) which would support both residential and employment uses.

5.111 The main issue arising from the appraisals of all options for this site is the importance of a pedestrian and cycle bridge across the M54 and rail line being constructed. It is anticipated that part of the funding for this bridge will be met by developer contributions from the development of Central Park.

5.112 The provision of a safe accessible link between Central Park and Town Centre will reduce greenhouse gas emissions by increasing pedestrian and cycle movement.

5 Preferred Options SA Results September 2007

5.113 The Local Transport Plan has identified this problem and has a number of proposals aimed at increasing pedestrian and cycle movement between the two areas. But to implement the footbridge across the M54 and rail line to the south western corner of CP1 funding from developers of Central Park is needed.

5.114 Recommendation:

- Pedestrian and cycle links to Town Centre must be greatly improved for this site to be considered to be a highly sustainable location.

Central Park 3 Stafford Park West and Central Park 4 Priorslee

5.115 Central park 3 and 4 have not been appraised as no changes are proposed for these areas.

Central Park 5 - St Georges (Site Allocation 11)

5.116 This site is identified in the Wrekin Local Plan as a residential commitment. The site is bordered by (medium/low) density housing. Only one option is proposed for this site: residential. The appraisal for this option was positive overall subject to a number of provisos. Adequate community facilities and services must be provided, due to the cumulative effects of a number of sites in the Central Park area being proposed for housing.

5.117 The permeability of the site for pedestrians and cyclists, in particular linking to Stafford Park, Oakengates and the Town Centre for access to retail, leisure and employment is essential in promoting sustainable modes of transport. The site is currently open space and as such will require a biodiversity assessment to establish whether it has ecological value.

Central Park 6 – Holyhead Road (Site Allocation 12)

5.118 The Western half of this site is identified in the Wrekin Local Plan as a residential commitment. No other option is proposed. The site is bordered my medium/low density housing to the North. The site is currently undeveloped and adjoins a church and church yard.

5.119 The appraisal for this option was positive overall subject to a number of provisos. Adequate community facilities and services must be provided, accounting for the cumulative effects of a number of sites in the Central Park area being proposed for housing.

5.120 The appraisal highlighted the importance of establishing the current status of the church and giving consideration to the future of the church within the scope of any new development.

5.121 The permeability of the site for pedestrians and cyclists, in particular linking to Stafford Park, Oakengates and the Town Centre for access to retail, leisure and employment is essential in promoting sustainable modes of transport. The site is currently undeveloped and as such will require a biodiversity assessment to be made to establish whether it has ecological value.

Malinslee Character Area

MA1 - Park Road(Site Allocation 14)

- *Option (i) Employment*
- *Option (ii) Housing and Employment*

5 Preferred Options SA Results September 2007

5.122 The employment proposed in Option (i) would complement the existing engineering business. This option provides land to enable businesses to locate in the borough and also has the potential to offer higher added value jobs which enables this option to score well in the economic objectives. The appraisal highlighted the difficulties that might arise in integrating employment development on this site with the neighbouring residential areas of St Leonard's Road and St Christophers Way, and Royal Way.

5.123 For the appraisal of option (ii) it was assumed a 75:25 mix of housing and employment use for the Park Road site.

5.124 Option (ii) has scored broadly well against the sustainability objectives within the SA framework. This option offers the greatest opportunity for integration with the neighbouring residential and employment land compared to Option (i). The results of the SA indicate that Option (ii) is the most sustainable option for Park Road.

5.125 There are several recommendations for improvements to this option from the results of the SA:

- To support the regeneration of Malinslee any buildings built should be of a high standard;
- The new development should provide accessible footpaths and cycle paths to Town Centre and Town Park;
- To help improve Malinslee's integration with Old Park, the development of this site needs to enhance pedestrian and cyclists accessibility to West Centre Way to encourage these sustainable modes of travel;
- A development brief for the site should include a biodiversity appraisal.

Hollinswood Character Area

Hollinswood 1- Hollinswood Gateway (Site Allocation 13)

- *Option (i) - New Education Provision*
- *Option (ii) – Education and Residential Development*

5.126 The results of the SA for this site indicate that Option (i) (School) is more sustainable than Option (ii) (School and housing).

5.127 The majority of this site is within flood zone 2 (medium risk) and 3 (high risk). Increased heavy rainfall events leading to flash flooding are a predicted impact of climate change. Thus locating 'more vulnerable' (using the flood risk vulnerability classification) types of development: housing and schools (Option (ii)), in a high risk flood zone is an unsustainable option.

5.128 Option (i) proposes locating a school at this site. The western corner of the site is not in a flood zone. The new school and its buildings could be located in this western corner and the school sports pitches (a 'water compatible' development) could occupy the rest of the site which is in flood zones.

5.129 Sustainable urban drainage systems (SUDs) should be strongly utilised across this site to minimise the risk of flooding. Other climate change adaptation measures should be included to reduce the risk of flooding, such as the use of green roofs. One of the advantages of green roofs is their ability to manage stormwater, which allows less drainage inlets to be built on the buildings thus offering potential savings to the developer.

5 Preferred Options SA Results September 2007

5.130 The development brief for the site for Option (i) must include:

- SUDs, must be fundamental in the development of this site;
- Improvements to the pedestrian and cycle routes to the school;
- Green roofs should be incorporated to maximise biodiversity on site and as part of a suite of climate change adaptation measures for the site;
- Flood proofing. This must be the overall priority for the development of this site;
- The school should be designed and built to the highest standards of sustainability.

Delivery

CT 20 Phasing of Development

- *Option (i) Phase Development*
- *Option (ii) Don't phase development*

5.131 A comparison of the two appraisals undertaken for options (i) and (ii) for phasing of development clearly indicates that phasing is a far more sustainable approach to development than not phasing. Phasing allows development to be brought forward in line with the provision of services and facilities. In addition it has economic benefits in preventing oversupply and providing certainty for the development industry.

5.132 Phasing ensures that the housing needs of the borough are met continually over a longer period of time through the slow release of land for housing. The use of phasing allows the scope for producing development briefs where necessary which will contribute to the improvement of the built environment and making optimum use of land.

CT 21 Mechanisms for Delivering Infrastructure

5.133 The preferred option for mechanisms for delivering infrastructure scored well in the SA appraisal. The requirement for developers to make contributions to or provide infrastructure as part of their development is essential if the CTAAP is to have a positive impact on nearly all of the SA objectives.

5.134 To further enhance this section it is recommended that this section emphasise how particularly important infrastructure is in contributing to achieving sustainable development including the provision of:

- Doctors;
- Dentists;
- Schools;
- community facilities including a small grocery store and post office;
- affordable housing;
- open space for recreational facilities both in residential and employment developments;
- protection of biodiversity;
- resource saving and low carbon measures.

5.135 Many of the SA objectives, not to mention concerns expressed by residents of the borough, can be satisfied if this element of delivery can be effectively implemented.

6 Publication Character Areas and Sites Allocations SA Results - June 2009

6

6 Publication Character Areas and Sites Allocations SA Results - June 2009

6.1 This Chapter contains the summaries of the SA's undertaken on the five character areas and their site allocations in the draft Pre-Submission CTAAP (April 2009) document. Appendix A contains more detailed SA results for each sustainability objective. **Chapter 9 of this report contains the SA Summaries for the CTAAP; Proposed Changes February 2010; Character Areas and Site Allocations. The SAs on the CTAAP; Proposed Changes February 2010 (results in Chapter 9 and 10 of this report) will potentially replace the CTAAP Pre-Submission SAs.**

Introduction

Town Centre Character Area

Vision and Strategic Development Objectives

6.2 The overall effects of this policy on the sustainability objectives are mostly positive with some negative implications. The negative scores for this vision are due to the detrimental effects it will have upon the environmental objectives.

6.3 From the social sustainability objectives the main positive aspects are the improvement the vision will have upon the public realm and the potential creation of a vibrant cultural heart for Telford. This new vibrant town centre with increased facilities promoting levels of activity throughout the day and night will help improve safety and reduce levels of crime and anti-social behaviour. This policy would also help direct a large number of additional facilities to an area that is accessible via modes of sustainable transport. It would be important to ensure that the public transport network is appropriately improved in order to successfully support the town centre with its new developments.

6.4 There are several positive environmental sustainability aspects to this policy. Again it is noted that the Town Centre is served by sustainable transport modes which promote travel to the Town Centre via means other than the car, which is an important issue environmentally. There is also encouragement for development to be sympathetic to the local character, protecting important sites and areas. The negative environmental aspects of this policy come from the increased detrimental impacts upon the environment caused by new and additional development in the area. The new buildings would lead to an increase in green house gases, traffic causing an increase in air pollution, a greater amount of waste generated and the increase in energy demand. It is important that these factors are all strongly considered and appropriate mitigation measures are adopted. Recommendations include landscaping to buffer and complement development, environmentally-friendly, low carbon development using appropriate new and renewable energy technologies and again ensuring the sustainable transport network is able to support the increased levels of development.

6.5 With regards to economic sustainability the policy has scored positively due to an increase in the promotion of employment opportunities and the vibrant and more attractive centre would encourage diversification, attracting investment.

Town Centre Core - TC1

6.6 This Policy promotes mixed use development in the area currently covered by Telford shopping centre, Civic Offices and Southwater Square.

6 Publication Character Areas and Sites Allocations SA Results - June 2009

6.7 In regard to social sustainability this policy scores strongly positive. Mixed use development improves the public realm and would provide an improved range of community facilities on site. Additionally, a mixed use development promotes activity at different times throughout the day leading to an increased sense of safety and reducing anti-social activity and anti-social behaviour. The policy seeks to ensure walking and cycling facilities are provided for new and existing residents to provide sustainable access to the improved offer of facilities.

6.8 With regard to the environmental objectives this policy scores generally a mix of results including positive, negative and neutral/not related. It scores strongly positive for making the best use of previously developed land, providing the increased levels of development are successfully supported by a sustainable transport system. Recommendations note the importance for development to be of high quality environmentally-friendly standards and to sympathetically integrate with the surrounding uses notably Town Park. The negative scores are due to the potentially detrimental impact this policy will have on noise, light and air pollution with mitigation measures including landscape buffers and appropriate levels of sustainable transport modes. It would also be beneficial to provide recycling facilities within the Town Centre Core to minimise the effect of increased development and uses.

6.9 In regard to economic sustainability this policy scores positive due to the improvement it will make to the overall attractiveness of the area and will encourage diversification and provide an improved range of uses all helping to boost the economy of the area. It is again noted that development should contribute to ensuring it is supported by an adequate sustainable transport network.

East Southwater - TC2 and Conference Quarter - TC3

6.10 Due to the interconnected nature of these sites they will be appraised together. This site allocation scores positively against most of the sustainability objectives.

6.11 This site allocation predominantly scores positively in terms of social sustainability. The only negative aspect to this policy is that parking facilities would potentially be lost. This policy has many positive social implications; developing over a car park will improve the public realm and there would be added employment opportunities in an accessible location. More leisure and recreation activities would be introduced to enhance the east of the site helping to prevent anti social activities. The site is within easy access to retail and community facilities although there is a lack of health facilities in the area. The town's main bus station is very close to each part of the site. Adjacent to the site is TownPark with its recreational and leisure uses and walking and cycling links, these would potentially help to improve the health of the population on the residents of the Malinslee Link site.

6.12 With regards to environmental sustainability this policy has a combination of results with slightly more positive than negative scores. The positive aspects would be; a better use of the land as opposed to the current use as a car park and improving the links to TownPark. There are good walking and cycling links from the all parts of the site to all areas of the town and the site is adjacent to Telford's main bus station. The negative environmental aspects to this policy would be; the Arena is currently a green space and any new uses affecting it should add value to its current use as an informal recreation green space.

6 Publication Character Areas and Sites Allocations SA Results - June 2009

6.13 This development is positive from an economic sustainability respect. The consolidation of the Conference Quarter will concentrate employment in a highly accessible location from the whole of the town. The site allocations would also make the area more attractive drawing investment through improving the links from the rest of the Town Centre and Southwater.

Malinslee Link - TC4

6.14 In terms of the social implications for the development of this site there was one positive in the form of the existing employment use on the site which could provide some access to employment opportunities for residents. The rest of the scores were neutral or not relevant. Mitigation measures should include ensuring that the development helps to facilitate the integration of Malinslee (which is a deprived ward) with the town centre, having development increase visibility and natural surveillance onto the footpath between Malinslee and the town centre at the south of the site.

6.15 Environmental implications were mixed. It was unclear whether the site is greenfield or previously developed, there may be some biodiversity within the site so a biodiversity survey should be carried out prior to any development taking place. There is potential to reduce dependency on car use given the proximity of the site to Telford town centre and the bus station, and so pedestrian accessibility to these should be improved. All existing trees on the site should be retained in order to provide a buffer to any noise and light pollution created from the development of this site to Malinslee.

6.16 Finally, in terms of economic implications there may be scope to improve the economic competitiveness of the area if better integration and accessibility with Malinslee were included to create a stronger link between economic activity and the local skills base.

6.17 There are some conflicts between the environmental objectives for the development of this site and the social and economic objectives. For example retaining the existing trees for environmental improvement could prejudice better accessibility and integration between Malinslee and the town centre.

Telford 'Urban Park' - TC5

6.18 Most of the sustainability objectives are irrelevant to this policy, however the objectives that are generally score a positive result.

6.19 In relation to social sustainability impacts this policy scores positively, on several issues. The public realm of the area, which provides important leisure facilities, would be improved by any future development making the area an important exponent against social exclusion. This significant green space offering important walking and cycling links provided within the Town 'UrbanPark' would be improved increasing the positive effect they have on the health of the population. The leisure/community facilities provided in the area which contribute towards reducing crime and anti social activities and an improvement in these facilities would only further reduce the levels of crime and anti social behaviour.

6.20 There is one positive environmental sustainability issue with regards to this policy. This UrbanPark area has a high quality landscape value and with the implementation of this policy these important landscape features would be improved.

6 Publication Character Areas and Sites Allocations SA Results - June 2009

6.21 From an economic sustainability perspective this policy has positive aspects. An area which has a high level of attractiveness will be enhanced and so and in turn encourage an increase in the attraction of visitors. The policy promotes physical environment improvements and will increase the vitality of the town centre.

Civic Quarter - TC6

6.22 Due to the succinct nature of the policy many of the sustainability objectives are not related and against the objectives which this policy can be judged it has generally resulted in positive results.

6.23 This policy has resulted in positive overall outcomes in a social sustainability context. The policy is important to improve the pedestrian links to Old Park and connections with the Primary Shopping Area and links to Forge Retail Park. By improving accessibility between the residential areas and important retail and community facilities, and hence promoting walking and cycling, this can indirectly lead to health improvements within the population. Improvement and integration with adjacent areas of the civic quarter would be an improvement to the overall attractiveness of the public realm.

6.24 In terms of environmental sustainability there is a key aspect which has several positive effects. The improvement of pedestrian links will promote a modal shift in transport to walking and cycling, this modal shift away from car use would decrease air pollution and have a positive effect upon climate change. A reduction in air pollution would also be achieved by the downgrading of the Box Road as it would lead reduced levels of traffic.

6.25 There would be a benefit in terms of economic sustainability as the policy would increase the vitality of the Town Centre and help to maintain the overall attractiveness of the area.

Telford Gateway - TC7

6.26 In regard to social sustainability this policy results in neutral/not related to positive outcomes. The policy must ensure accessibility is improved to the surrounding areas such as Snedshill and the shopping centre via good quality walking and cycling links. Although the policy does not actively promote development it should allow reference to be made to the Design for Community Safety SPD to help improve the safety and 'secureness' of the area, notably in the areas adjacent to the M54 motorway and the railway line. By consolidating the area for B1 office use it may help improve business competitiveness indirectly benefiting the education and skills of the population.

With regard to the environmental objectives this policy scores generally neutral/not related with some minor potentially positive impacts. Positively the policy promotes multi-storey car parking to replace surface car parking, helping make the best use of previously developed land. It also helps to ensure development is maintained in an area well served by sustainable modes of transport. The policy notes improving and enhancing the existing transport facilities. It is also recommended to incorporate landscaping and an element of 'green spaces' into a predominantly urban environment to help improve the overall attractiveness of the area. It is also recommended to actively encourage the adoption of environmentally-friendly technologies in both new and old buildings and development.

6 Publication Character Areas and Sites Allocations SA Results - June 2009

6.27 In regard to economic sustainability this positive scores neutral/not related to positive. The policy would contribute to improving the overall quality and attractiveness of the area. It is again reiterated that improvements to the transport facilities should ensure they are fully able to support the town centre in terms of both quality and quantity of the public transport network.

6 Publication Character Areas and Sites Allocations SA Results - June 2009

Old Park Character Area

Vision and Strategic Objectives

6.28 The overall effects of this policy on the sustainability objectives are a combination of positive and negative sustainability implications, with slightly more positive results. These results can be differentiated by the three categories with the social and economic objectives generally scoring positively, and the environmental objectives producing mainly negative scores.

6.29 The positive social implications of this policy cover an array of aspects. There would be an improvement to the public realm and community facilities would be provided, which the area is currently in great need of. The community facilities would provide the residents with better access, which in turn reduces their need to travel. There would be an increase in employment opportunities in the area making jobs accessible to existing and new residents. Improving walking and cycling links promotes a healthier lifestyle among the population.

6.30 The negative environmental implications of this policy all stem from the issue of increased development, what is currently undeveloped land represent the proposed sites for new buildings for residential, commercial and community facilities development. This new development would change the Old Park area, create more greenhouse gases, an increase in air pollution and reduction in air quality, increased noise and light pollution, more waste will be generated and there will be more energy demand. The risk of flooding would become much greater due to surface run off from land being covered in impermeable surfaces. The above implications are general trends associated with development that can be tackled through implementing designs and techniques from the forthcoming Reducing the Carbon Burden and Design Guide SPDs. The one positive environmental objective of this policy is that with the community facilities fulfilling the some needs of the community there will is the potential for reduction in travel, benefiting peoples health and the problems associated by using the car.

6.31 The economic implications from this policy are all positive. The policy would encourage diversification to attract both increased employment opportunities and people while also making the area more attractive for increased investment. With the improved links the vitality of the town centre would increase. The increase in employment opportunities and new housing encourages an increased length of stay for residents.

Old Park West - OP1

6.32 Development on this site has negative and positive sustainability aspects with more negative sustainability issues overall. The social sustainability implications for this development are mostly positive. Crime levels in the area are low and the addition of community facilities will reduce any possible anti social activity, as well as, reducing social exclusion and improve the health of the population. However the town centre provides many more services and facilities, but currently there are poor pedestrian and cycle links between Old Park and the town centre.

6.33 There are many negative environmental sustainability implications for this development, as well as some positive aspects. Development of this site in line with the site allocation would improve walking and cycling connections to neighbouring residential areas, and there is an existing good quality bus route which combined would promote other methods of travel than the car. The development would also retain and enhance the positive landscaping of the site. The ponds to the north of the site are breeding grounds for palmate newts, their habitat would be negatively affected by development and would be in danger of a complete loss of the habitat.

6 Publication Character Areas and Sites Allocations SA Results - June 2009

If the ponds were retained they would have to deal with the excess run off from the site after development. The site currently has no development,new buildings would create waste from the development, increase emissions from the buildings and air pollution from the increased traffic and there would be an increase in noise and light pollution.

Park Lane - OP2a

6.34 The allocation of this site for housing provided mixed results. This site is currently a significant distance from any community facilities, with poor pedestrian links to them and poor bus connections. No community facilities are proposed as part of this allocation. The lack of community facilities proposed in this allocation, the distance from the site to existing facilities and poor links via sustainable modes of travel to those facilities has resulted in a predominately negative result for the social element for sustainability. However, the allocation of community facilities to the south of Old Park West – OP1 may alleviate some of these concerns, though the type of community facilities is not specified in the OP1 site allocation. Improved pedestrian, cycle and bus links to the Town Centre and other nearby communities will also reduce the negative effects of the distance of this site from facilities and services in the Town Centre.

6.35 The site currently has natural landscape merit, which should be preserved. A biodiversity survey must be undertaken on the site, and the results used to influence any development of the site. It was assessed that there was no significant gain or loss to Telford's economy through allocating this site for housing.

6.36 In summary the key sustainability issues in allocating this site for housing are: the distance to facilities and services and the poor pedestrian, cycle and bus links to those facilities and services.

The Crest - OP2b

6.37 The overall sustainability implications for this development are negative with few positive aspects. In social sustainability terms this development recorded mostly negative results. There are no community facilities in the area and the walking and cycling routes for recreational and purposeful trips could be improved to promote sustainable travel.

6.38 The environmental sustainability implications of the site allocation are recorded mostly negative results. Poor existing pedestrian and cycle links will increase new residents reliance on private cars. The new dwellings will potentially lead to increased air pollution from the extra traffic and noise and light pollution, especially in the short term while the site is under construction resulting in potential disruption to the existing residents of Park Lane and The Crest.

6.39 It is considered that this site must align with the existing properties on The Crest but also link to the footpaths to the east of the site while sympathetically integrating with the green space to the north of the site.

Central Old Park - OP3

6.40 In terms of the social sustainability implications for this site allocation for employment would improve the public realm, link to existing employment use of the Wrekin Housing Trust Headquarters to the north, and promote employment opportunities. The allocation of this site was also judged to be positive because it would improve skills levels in relation to improving business competitiveness in the area. The other scores were either neutral or not relevant and

6 Publication Character Areas and Sites Allocations SA Results - June 2009

the site allocation scored one negative for accessibility. The mitigation measures should include references to the Design for Community Safety SPD, and in terms of accessibility to improve linkages for walking and cycling to the Town Centre.

6.41 Environmental implications were mainly neutral. There may be some biodiversity within the site, due to it being adjacent to Belvedere woodland mound, so a biodiversity survey should be carried out prior to any development taking place. Allocating this site scored positively for making best use of previously developed land and for enhancing the landscape and buildings, providing architectural design is of the same high quality as the Wrekin Housing Trust and Thomas Telford School buildings. Allocating this site scored negatively for promoting other modes of travel other than the car. Mitigation measures should therefore improve linkages and the car park design should be responsive to the adjacent mound by incorporating a permeable design and SUDs for reducing surface water run-off. Development on this site could be of a high level of energy efficiency and have a reduced contribution to greenhouse gases and climate change providing development meets BREEAM 'very good' standards for office design.

6.42 The economic implications for this site were positive given that development should create a balance of employment opportunities in the area and improve economic competitiveness.

The Belvedere - OP4

6.43 There is nothing proposed for this site other than its continued protection as a green space, thus a SA was not necessary.

Old Park East - OP5

6.44 From the social sustainability objectives the site scores neutral with one potential positive impact. The positive effect is that by prohibiting further retail and leisure development from the retail parks it should lead to future developments being located more centrally within the town centre. This will lead to facilities being located in an area served by a sustainable transport network and reduce the reliance on the private car which is promoted by retail parks. Mitigation measures include ensuring development is redirected and focussed on more deprived areas. It would also be important to ensure any future improvements to the retail parks is not prohibited thus improving the public realm to complement a vibrant town centre and improve the safety and 'secureness' of the area. It will also be important to ensure that the links through the area to the neighbouring areas such as Old Park and the Primary Shopping Area are further improved.

6.45 In terms of the effect this policy will have on the environmental sustainability objectives it scores neutral/not related with a few potentially positive outcomes. Again this policy may indirectly locate development back into locations served by sustainable transport and thus reduce the current growth in car travel. Retail parks are almost completely reliant on the private car and this policy will help prevent future expansion. It will also be important to ensure this policy does not prohibit any future improvements to the energy efficiency of the existing buildings within the two retail parks. However, for the majority of the environmental objectives this policy is not related or relevant. This policy will also indirectly promote walking and cycling routes to access new facilities which will not be located at retail parks, which has an overall positive effect upon the landscape, environment and causes of climate change.

6 Publication Character Areas and Sites Allocations SA Results - June 2009

6.46 With regards to economic sustainability again the policy will have little impact upon these objectives scoring neutral/not related. On a positive note the policy should help towards increasing the vitality of the town centre. This policy may also help improve the overall quality and attractiveness of the area by preventing further expansion and intensification of the retail parks.

Old Park North - OP6

6.47 There is nothing proposed for this site other than its continued protection as a green space, thus a SA was not necessary.

6 Publication Character Areas and Sites Allocations SA Results - June 2009

Central Park Character Area

Vision and Strategic Development Objectives

6.48 The overall effects of this policy on the sustainability objectives are generally positive, however with some negative results. The negative aspects of this policy arise from the environmental objectives.

6.49 There are a range of positive social implications for this policy. There will be an improvement in the public realm and good access to employment opportunities. Improved linkages help increase the sense of safety in the area. The improvement of purposeful walking and cycling links to the railway station would promote a healthier lifestyle among residents.

6.50 The negative environmental aspects of this policy come from the increased environmental impact caused by new development. The new buildings for commercial and residential development would lead to an increase in greenhouse gases, traffic causing an increase in air pollution, a greater amount of waste generated and the increase in energy demand. Development would also lead to more land covered in impermeable surfaces increasing the risk of flooding. The above implications are general trends associated with development that can be tackled through implementing designs and techniques from the forthcoming Reducing the Carbon Burden and Design Guide SPDs. There are positive environmental impacts as improved links to the railway station promotes a more sustainable transport mode. The important wooded landscape is to be retained which would hold some ecological value.

6.51 In terms of economic sustainability the positive implications of this policy are that there would be an increase in employment opportunities, encouraging diversification. The overall attractiveness of the area would be improved, along with increased employment and residential opportunities.

Central Park - CP1

6.52 This proposed development is for a mix of employment uses. The site is steeply sloping and surrounded by employment already, the southern boundary of the site runs adjacent to the M54. This development has a mix of negative and positive sustainability aspects, overall there are more positive sustainability implications.

6.53 The social sustainability implications for development on this site are positive overall. There would be an improvement to the public realm as most of the site would become accessible. The added street lighting and buildings overlooking paths would provide an increased sense of safety in the area (though not when the building are not occupied, i.e. evenings and weekends). The site is accessible with good quality bus routes running adjacent to the site from all over the town. The development would not help public health as there is poor walking and cycling links to the site and increased traffic would increase air pollution.

6.54 The environmental sustainability implications of the development are negative overall. Positive environmental aspects of the site are that the site is previously developed making the development a good use of land. The development would promote other modes of travel as there is a train station close by and good quality bus routes run adjacent to the site, though links to these must be improved. The negative aspects to this development, from an environmental perspective are; buildings from the development would increase greenhouse gas emissions. What is currently natural land covering would be replaced by less permeable surfaces increasing

6 Publication Character Areas and Sites Allocations SA Results - June 2009

surface water run off on an already steep site, making the problem more difficult to control. Traffic from new employees would increase air pollution and the development would increase noise and light pollution. There would be an increase in waste and energy demand from the site. The above implications are general trends associated with development that can be tackled through implementing designs and techniques from the forthcoming Reducing the Carbon Burden and Design Guide SPDs.

6.55 The development, from a sustainability perspective, would have positive economic implications. An increase in employment opportunities and the development would make the area more attractive. Due to its proximity the development could also increase the vitality of the Town Centre, though the provision of a new pedestrian bridge to the Town Centre is crucial for improving the sustainability of this allocation.

Telford Way - CP2

6.56 In terms of social impacts of the proposal, the overall impact was judged as being broadly positive. It is considered that the proposal could have positive impacts on reducing poverty and social exclusion and the education and skills of the population by focusing development on deprived areas, and by promoting employment opportunities. Nonetheless, mitigation measures identifying the need to incorporate reference to the Design for Community Safety SPD should be added.

6.57 In environmental terms, the implications are judged as being mixed. It is recognised that the site offers an opportunity for high quality design in a prominent gateway location. However, a key issue identified is the need to establish a safe, attractive pedestrian/cycling link to the town centre, which would promote further travel modes other than the car and to improve the sustainability of the proposal. The proposal was also judged to have a negative impact on water resources due to increased run-off to surrounding areas. The use of SUDs and Green Roof technologies would be a good mitigation to tackle issues of surface water drainage. Furthermore, whilst it was judged that the proposal would have a neutral impact on climate change, energy efficiency and increased use of renewable energy, this was based on the proviso that the various measures included in the supporting development statement would be implemented.

6.58 In economic terms, the proposal was judged as being positive as the use of the site for office development would help to diversify the employment base away from manufacturing within Telford, a clear priority for the Community Strategy 2006-11.

Stafford Park West - CP3

6.59 There is nothing proposed for this site other than its continued use as an employment area, thus a SA was not necessary.

Priorslee - CP4

6.60 There is nothing proposed for this site other than its continued protection as a green space, thus a SA was not necessary.

6 Publication Character Areas and Sites Allocations SA Results - June 2009

Land North of Priorslee Roundabout - CP5

6.61 The social implications of housing development on this site are largely neutral or not relevant. Development on this site could help to promote accessibility to services and facilities that meet people's needs provided that better access for pedestrian and cyclists is provided south across Holyhead Road and to Telford Town Centre and beyond.

6.62 Environmental implications were largely negative or neutral. There were two positive scores relating to protecting and enhancing the quality of the landscape, through development protecting the existing natural environment on site. In implementing this site allocation reference should be made to the density and transport policies in the Central Telford Area Action Plan as well as to the Reducing the Carbon Burden SPD, Water Cycle Strategy and the Design Guide SPD.

6.63 The economic implications of allocating this site for housing development were quite limited or not relevant.

Holyhead Road - CP6

6.64 In terms of the social implications for this site it is all neutral. Development on this site could help to promote accessibility to services and facilities that meet people's needs provided that better access is provided south across Holyhead Road and to Telford town centre beyond.

6.65 Environmental implications were also largely neutral or not relevant. There are two negative scores with the first being in terms of making the best use of previously developed land and buildings, with the site being greenfield. Secondly it scored negative in terms of protecting and enhancing the landscape and features of historic significance, by ensuring development provided an appropriate village setting for the church. Mitigation measures included utilising the quality bus route and improving pedestrian and cycle linkages. In implementing this site allocation reference should be made to the density and transport policies in the Central Telford Area Action Plan as well as to the Reducing the Carbon Burden SPD, Water Cycle Strategy and the Design Guide SPD. Other measures include the development making use of SUDs, and introduce the planting of additional trees to reduce air, noise and light pollution.

6.66 The economic implications for the site were quite limited or not significant.

6

6 Publication Character Areas and Sites Allocations SA Results - June 2009

Malinslee Character Area

Vision and Strategic Development Objectives

6.67 This broadly positive results in the SA, however the SA has suggested that more emphasis should be placed within the Vision and Spatial Development Strategy on what the expectations are for any future development in Malinslee. The Malinslee Vision and Strategic Development Objectives has been changed to reflect the SA recommendation.

Park Road - MA1

6.68 Malinslee is a deprived ward and thus there are significant potential social and economic benefits from allocating high quality residential development in Malinslee. There were no negative social implications identified for housing development on this site. The development of this site could help to reduce poverty and social exclusion provided that there is some provision of open space within the site. Accessibility north towards Old Park and Thomas Telford School should be improved.

6.69 Environmental implications were more mixed. Owing to the proximity of the site to Telford Town Centre there is potential to reduce the need to travel and to promote modes of transport other than the car if pedestrian and cycle links are provided/improved. High quality development (following the development statement) may also help to enhance the quality of the landscape in this area. However there may be negative implications for the quality of water resources, air quality, noise and light pollution, retaining the existing trees and making a stronger reference to the Water Cycle Strategy may help to mitigate this. Compliance with the Reducing the Carbon Burden and Design Guide SPD should be required in the implementation of this site allocation.

Malinslee School - MA2

6.70 The majority of this site lies outside the CTAAP boundary and thus this site will be considered by the Land Allocations DPD.

Land at Langley & St Leonard's Schools, Spout Lane - MA3

6.71 The overall implications of sustainability for this development were mostly positive. The social sustainability implications for this development are positive. There are improved community facilities due to the new school development adjacent to this site. The site is accessible to a good quality bus route, health facilities and the local centre. The health facilities and good walking and cycling links in the area will improve the health of the new residents.

6.72 The environmental sustainability implications of this development are a mixture of positive and negative outcomes. The development will be a high density which is a good use of previously developed land. The development would also promote bus use to the new residents due to its close proximity to a good quality bus route promoting a modal shift in travel away from the car. The new buildings would increase greenhouse gas emissions and the increased traffic would create more pollution. There would also be noise and light pollution emanating from where there was not any before. Energy demand in the area would also increase as would the amount of waste created. In implementing this site allocation, any development must accord with the Reducing the Carbon Burden SPD, Water Cycle Strategy and the Design Guide SPD to reduce the general negative effects of development as noted above.

6 Publication Character Areas and Sites Allocations SA Results - June 2009

6.73 In terms of economic sustainability this development is positive. The development would increase the population and the attractiveness of the area. Due to its proximity and good bus link it could also increase the vitality of the Town Centre.

Land at Church Road - MA4

6.74 Many of the sustainability objectives are not relevant to this site allocation. With regards to the sustainability objectives this development does apply to, there are equally as many positive and negative aspects.

6.75 This site scores positively regarding social sustainability. This development would take place and improve a deprived area. The site is within an accessible distance to; the local centre which provides retail services, community facilities and health facilities. This development encourages improvement in the health of the new residents as existing recreational and walking routes and adequate open space are close to the site.

6.76 This site allocation has some positive environmental sustainability objectives, however, there are more negative objectives. The main positive environmental aspect of this development is the good quality use of previous developed land; developing a car park into residential usage. There is also a good quality bus route close by to the site encouraging a modal shift away from residents using cars. The negative environmental aspects concern the impact the development would have on the natural environment. The increase in buildings would increase greenhouse gas emissions. There would be increased traffic, even with the loss of the pub car park, increasing air pollution. Energy demand would also be increased as would the creation of waste from the new households. In implementing this site allocation, any development must accord with the Reducing the Carbon Burden SPD, Water Cycle Strategy and the Design Guide SPD to reduce the general negative effects of development as noted above.

6.77 This development is neutral with regards to economic sustainability.

6 Publication Character Areas and Sites Allocations SA Results - June 2009

Hollinswood Character Area

Vision and Strategic Development Objectives

6.78 There was some difficulty in carrying out a Sustainability Appraisal on this area as no specific proposals have been identified. Indeed, any improvements identified in the Vision and objectives for the area are largely dependent on achieving successful development on adjacent sites, for example Southwater Square.

6.79 Therefore, overall the Vision and Spatial Development Strategy for the Hollinswood Character Area was judged broadly neutral, with potential for positive impact with regard to accessibility, providing the development at Southwater is implemented and measures are included within the design to establish better links for pedestrians/cyclists between Hollinswood and the town centre.

7 Publication Policies SA Results - June 2009

7 Publication Policies SA Results - June 2009

Introduction

7.1 This chapter contains the results of the SA undertaken on the policies within the draft Pre-Submission CTAAP document. Appendix A contains the detailed SA matrices of these results (appendices are contained within a separate annex to this report and are available from the Council's website).**Chapter 10 of this report contains the SA Summaries for the CTAAP; Proposed Changes February 2010; Policies. The SAs on the CTAAP; Proposed Changes February 2010 (results in Chapter 9 and 10 of this report) will potentially replace the CTAAP Pre-Submission SAs.**

Vision and Objectives

7.2 The results of the Sustainability Appraisal of the Central Telford Vision and Objectives are predominately positive. The Vision and Objectives were appraised as performing positively against the social and economical sustainability objectives. The Vision and Objectives portrays a Central Telford with; improved public realm, increasing the variety of land uses, improve accessibility, housing, pedestrianise the Box Road, and regenerated Malinslee and Hollinswood.

7.3 The majority of the environmental SA Objectives score well. The role of the Vision and Objectives is a general guide to what Central Telford will be like by 2016, it doesn't contain the detail of how the vision will be realised, and this is what the rest of the CTAAP will contain. Due to the lack of detail, some of the environmental objectives only scored 'slightly positive'.

Mixed Use

CT1: Mixed Use

7.4 This policy promotes mixed use development on sites especially in the Town Centre Core. This policy has resulted in a predominately positive SA. Mixed use development will lead to a diversification of the economy and improve the overall attractiveness of the area for businesses, visitors and residents of the Borough. In regards to social sustainability a mixed use development is active at more times of the day due to the different uses leading to potentially an increased sense of safety and reducing anti social activity.

Retail

Sustainability Appraisal for Policy CT2 Retail

7.5 Overall, the effects of these policies on the SA objectives were judged to be slightly positive. Due to the specific nature of this policy, a number of objectives were not considered relevant.

7.6 In terms of social impacts the policies were judged to be broadly positive, mainly in respect of the potential for improvements in accessibility to services and facilities, and public realm improvements around the new public square.

7.7 In environmental terms, the policy was considered broadly neutral, with some aspects both positive and negative. Development of new retail within Central Telford represents an efficient use of land and should, by way of its central location, it supports access by transport

7 Publication Policies SA Results - June 2009

modes other than the private car. However, it is acknowledged that increased growth will lead to increases in waste generation. Appropriate design responses should therefore be considered as part of the detailed design process.

7.8 In economic terms the policies were judged to be broadly positive, in particular by seeking to increase the vitality of the town centre, and by promoting physical environmental improvement and regeneration.

7.9 Recommended mitigation measures:

- Consider including 'minimisation of waste' as a strategic objective under the 'A Low Carbon' Vision sub-section.

Employment

CT3 Employment

7.10 Assessed against the social and economic sustainability objectives this policy mostly receives positive scores. This is due to concentrating office development in the Town Centre which is an accessible area, well served by public transport and encouraging skilled employment and improving the economic performance of Telford. Some negatives were recorded against environmental sustainability objectives, this is due to the significant increase in new office development required to achieve the target office floorspace in the policy. However if the new office developments were low carbon buildings (implementing *CT12 Design*) this would reduce the negative environmental sustainability impact of this policy. Many sustainability objectives were also not relevant to the SA of this policy.

7.11 Recommended changes:

- 3rd paragraph 'Area. Proposals to bring forward office development in locations beyond Town Centre Core will be required to demonstrate how direct accessibility to the Town Centre using sustainable forms of transport will be achieved';
- Development should be low carbon using local and sustainable products.

Housing

CT4 Residential

7.12 Evaluated against the sustainability appraisal objectives this policy has mostly positive results. The building of 2,500 homes in Central Telford will situate housing close to employment areas and many other services and facilities, residents would also be close the good quality bus route network and there are many pedestrian and cycle routes throughout the area. In economic sustainability terms this policy promotes residential development in a currently employment led area. Dwellings in the Town Centre Character area will increase the vitality of the Town Centre. However, the negative results in this SA result from a lack of consideration of climate change in the policy and supporting text. Residential development in Central Telford must deliver exemplary sustainable design to reduce greenhouse gas emissions and be adaptable for a changing climate to be environmentally sustainable for the Borough to meet its carbon dioxide reduction targets (Telford & Wrekin's Climate Change Strategy 2008).

7.13 Recommended mitigation measures:

7 Publication Policies SA Results - June 2009

- Currently the policy and supporting text makes no reference to climate change/environmental sustainability. Add an additional paragraph in supporting text and bullet point in policy on low carbon development – inline with the CTAAP vision. Also link to fuel poverty to be made. Perhaps the bullet point could state 'at total of 2,500 homes: Which are low carbon homes providing adaptability for a changing climate. Providing both economically and environmentally friendly homes through; reducing the financial cost of running the homes and reducing the greenhouse gas emissions arising from the building and living in the homes';
- Development should accord with Reducing the Carbon Burden and Design Guide SPDs.

CT5 Affordable Housing

7.14 All three parts of this policy were appraised by one sustainability appraisal. The sustainability objectives are mostly irrelevant to this set of policies, however the policies were judged to be positive against those that were relevant.

7.15 Several of the social sustainability objectives may be indirectly relevant to the affordable housing policies; the mixture of tenures on all sites, on site provision and relationship to local needs all result in positive outcomes for the applicable objectives. SA objective 4 which encourages a range of housing to meet the needs of the borough strongly supports this policy.

Leisure, Culture and Tourism

7.16 Overall the effects of this policy on the SA objectives were judged to be strongly positive, albeit with some minor potential negative impacts. The policy performs well against social and economic sustainability objectives. This is because the provision of new facilities would improve the overall quality and attractiveness of the area, provide/enhance community facilities and improving the public realm. It would be important for new leisure and culture facilities to be supported by an increased network of sustainable modes of public transportation.

7.17 In relation to the environmental impacts, the policy was judged to have both neutral/not related impacts and negative impacts. The negative impacts are due to the detrimental effects new leisure and associated facilities will have on climate change, risk of flooding, air quality, and noise and light pollution without appropriate mitigation measures to reduce these impacts. Also, it is noted that the policy mentions the growth of a night time culture within the Central Telford area but there is no mention of potential noise pollution mitigation measures.

Transport

CT7: Box Road

7.18 This policy scores positively on the small number of relevant sustainability objectives. Due to the singular and isolated issue that the policy covers it does not address most objectives.

7.19 From a social sustainability aspect the policy would lead to an improvement in the public realm, through proposing the change to the busy box road around the Telford Shopping Centre area into a pedestrian accessible area. Access into the Shopping Centre would also be made easier for pedestrians and cyclists. By improving the access it would also encourage more walking and cycling to and around the Town Centre and wider areas. Less traffic in the Town Centre would also lead to less greenhouse gas emissions and pollution.

7 Publication Policies SA Results - June 2009

7.20 With regards to economic sustainability this policy would improve economic competitiveness in the area by increasing the vitality of the Town Centre.

CT8: Parking

7.21 The main sustainability issue with the policy is that it does not propose an overall reduction in the number of parking spaces, i.e. the policy does not promote an overall reduction in the use of the private car, which is a key contribution to achieving sustainable development.

7.22 In terms of social sustainability this policy would improve the public realm, by promoting multi storey car parks rather than the current dominant large surface car parks. However, the public realm could be further improved if the policy emphasises mixed use multi storey car parks more, i.e. with other uses such as shops or restaurants on the ground floor – this will create active frontages which help reduce the perception of fear of crime.

7.23 From an environmental sustainability perspective this policy is positive because it would make better use of previously developed land and creating more pedestrian friendly areas. However this policy does not accord with the Central Telford vision, it would not encourage a reduction in car use, by still providing additional parking for cars in the Town Centre.

7.24 This policy is positive against the economic sustainability objectives as it would lead to an overall improvement in quality and attractiveness of the area, improving the physical environment.

CT9 Park and Rail/Walk facility Telford Central Railway Station

7.25 This policy is very specific and as such many of the sustainability objectives are not related. Though in social sustainability terms the policy would lead to reducing journey lengths by car i.e. parking in the multi-storey car park and using public transport/walking for the rest of the journey. The policy would also improve the public realm of the site as long as the multi storey accords with the CTAAP Design Principles and the forthcoming Design Guide SPD.

7.26 In environmental terms a multi-storey car park would use up less land compared to an equivalent surface car park. The policy promotes walking and encourages using the train by increasing the level of parking available at Telford Central. However, a more environmental sustainable scenario for increasing the use of the trains would be improving the bus services to Telford Central which potentially would also increase the use of trains and reduce the use of the car. But this environmentally sustainable scenario would not offer the additional parking for surrounding businesses that CT9 does through the Park and Rail/Walk Facility. Thus the proposed Park and Rail/Walk Facility in this policy offers economic, social and environmental benefits to the Central Telford area.

CT10 Greyhound Link

7.27 From a social sustainability perspective the policy scores positively as it would lead to a link between the M54 and the A442, allowing improved accessibility to services and facilities.

7.28 From an environmental sustainability aspect the policy results in a more negative outcome. Firstly, the site of the Greyhound Link is currently Green Network, thus appropriate compensation measure would need to be delivered to account for this. Secondly the Greyhound Link promotes road travel by improving road links, and thirdly it does not promote an overall reduction in traffic levels in Central Telford. However, the Greyhound link is intended to redistribute road traffic

7 Publication Policies SA Results - June 2009

from the Box Road, Hollinswood Interchange and Rampart Way, this will provide economic benefits through reducing traffic congestion in these areas. The Greyhound Link will also allow the pedestrainisation of the Box Road (CT7) which will lead to improved walking and cycling opportunities, improving the public realm and reduce the level of air pollution in the Town Centre.

CT11 Bus Station

7.29 The policy scores positively in social sustainability terms. A new bus station would have improved pedestrian and cycle links between it, the railway station and the Shopping Centre. Thus relocating the bus station would improve accessibility in Central Telford to services and facilities.

7.30 From an environmental sustainability perspective improving the links to and from the relocated bus station is crucial as well, especially to the railway station. The design of the bus station should be as sustainable as possible incorporating renewable energy technology, as well being of high quality design as it will be a key visible and well used element of the improved Town Centre. The new bus station will improve the economic sustainability of the area by improving the attractiveness of the area and providing a better link between the two public transport modes of bus and rail.

Built Environment

CT12 Design

7.31 The positive social sustainability results of this policy are that it will potentially lead to an improvement in the public realm and the focus on connecting movement routes to key destinations will also lead to improved access to facilities and services. Streets and spaces should be well designed to design out crime in line with the Community Safety SPD.

7.32 The implementation of the Design Principles which support this policy are key in improving both the design and sustainability of development coming forward in Central Telford. The implementation of the design principles should also lead to a reduction in greenhouse gases, air, noise and light pollution, increased energy efficiency and use sustainable resources efficiently. The implementation of the forthcoming Reducing the Carbon Burden SPD will help new developments address climate change in their designs.

7.33 In economic sustainability terms this policy scores positively as new development would be of a higher quality design which may help attract investment.

CT13 Density

7.34 With regards to social and environmental sustainability objectives, the significant positive aspects of the implementation of this policy are that higher density developments will be within direct access to public transport, closer to the Town Centre, community facilities and open space. This will potentially improve access to facilities and services reducing the need for residents to travel, and would lead to a better use of land as higher densities reduce land required for a development. There were no negative sustainability consequences of implementing this policy identified, however many of the sustainability objectives in the SA Framework are not related to this policy.

7 Publication Policies SA Results - June 2009

CT14 Public Realm

7.35 There are a number of significant positive social, environmental and economic sustainability benefits of this policy which will assist in creating attractive, well designed, safe streets and spaces which will reduce crime and the fear of crime. With more convenience for pedestrians in better designed streets and routes there will potentially be increased accessibility to services and facilities which will encourage walking, improving the publics health and encourages a shift of travel towards walking. An increase in walking could lead to a decrease in car use and consequently a reduction in air pollution and greenhouse gases. The overall attractiveness of the Central Telford area would be improved through the implementation of this policy and thus potentially encouraging increased business investment to the area.

CT15 Storey Heights and Tall Buildings

7.36 This policy promotes mixed use development within tall buildings, it is considered that this makes the most efficient use of land which will increase the vitality of the town centre, through facilitating residential development in the Town Centre, thus providing economic, social and environmental sustainability benefits. The importance of the Design Principles of CTAAP again is key in ensuring any development is well designed and sustainable.

7.37 The implementation of this policy would have significant positive economic outcomes through helping to establish a town centre with tall distinctive buildings which would give the town a recognisable profile, improving the attractiveness of the area and increasing likely investment.

Natural Environment

CT16 Biodiversity

Overall, the effects of this policy on the SA objectives were judged to be broadly positive with no negative issues identified. A number of the SA objectives were judged to be not related or there was insufficient information available to assess an SA objective. In relation to social impacts, the policy was judged to help improve the health of the Borough.

In relation to environmental impacts, the policy was judged to be broadly positive against a number of SA objectives: protecting and enhancing wildlife habitats which would help to address habitat fragmentation and thereby increase opportunities for migration; dispersal and genetic exchange of species; and seeking to retain and develop a linked network of green spaces which will in turn provide opportunities for informal recreation.

A potential mitigation measure is the need to recognise the importance of appropriate site management for sites which have been enhanced to ensure benefits remain ongoing. The importance of the continuing management of sites which have received enhancements needs to be emphasised more in the policy/supporting text.

CT17 Landscape

Overall the effects of this policy on the SA objectives were judged to be either neutral/not related or positive, with no negative implications identified. In relation to the social impacts, the policy was judged to be generally neutral to positive, with a strong positive impact upon improving the populations health and reducing inequalities in health. Recommendations include ensuring the

7 Publication Policies SA Results - June 2009

retention and improvement of landscaping is complementary to the overall attractiveness of the public realm. Ensuring landscaped areas are protected and easily accessible will indirectly help to discourage crime and anti-social behaviour.

In relation to the environmental impacts, the policy will have a strong positive effect on protecting and enhancing the quality of the landscape, wildlife and biodiversity in Central Telford. This policy was also found to have positive effects on addressing climate change, reducing the risk of flooding, improving air quality and helping to reduce noise and light pollution. Hence this policy will have a significant positive effect on environmental sustainability implications.

In terms of economic impacts, the policy was judged to be not related and potentially positive. It is recommended that the policy ensures that landscaping contributes to the overall quality and attractiveness of the centre, and provides opportunities for leisure and recreation which could help towards improving the economic competitiveness of the area.

CT18 Telford Town Park

Overall the effects of this policy on the SA objectives were judged to be neutral/not related to positive. The main implications relate to the benefits it will make to the improvement of the population's health, ensuring Town Park is fully protected and continues to offer opportunities for walking and cycling and associated recreational activities. It would also be important to ensure the Town Park is easily accessible and continues to offer leisure facilities.

In relation to the environmental impacts, the policy was judged to have both neutral/not related and positive implications. The policy will have positive impacts upon protecting and enhancing the quality of the landscape, wildlife and biodiversity. It is recommended that the policy ensures the park is protected from development and any detrimental land-use change, and encourages the enhancements of habitats within the park. The location of the TownPark within a predominantly urban environment will have positive effects on reducing flood risk, noise and light pollution, improving air quality and addressing the causes of climate change.

In terms of economic impacts, the policy was judged to be neutral to positive. The continued protection and enhancement of Town Park will have a positive impact upon improving the economic competitiveness in the town centre by improving the overall quality and attractiveness. Town Park also has a positive impact by providing leisure and recreational activities in the area.

CT19 Protection of Green Space

Overall, the results of the Sustainability Appraisal for this policy were judged to be predominately positive with some SA objectives not related or insufficient information was available for an appraisal to be made. In terms of social impacts the policy was judged to be slightly positive, mainly in regards to: improving the public realm, reducing and preventing anti social activity and improving the population's health.

In environmental terms the policy develops a number of benefits: protection and enhancement of the quality of the landscape, reduction of air pollution, reduction of surface water run-off, helps to reduce the risk of flooding, helps to address the issues associated with climate change and protects wildlife habitats.

In economic terms the policy was judged to have insufficient information as the economic effects are uncertain. However, there is research[1] to suggest that the natural environment/higher quality landscape could increase property values.

7 Publication Policies SA Results - June 2009

[1] WOOLLEY, H & ROSE, S (undated) The Value of Public Space: How High Quality Parks and Public Spaces Create Economic, Social and Environmental Value. CABE Space.

CT20 Provision of New Green Space

The results of the Sustainability Appraisal for the Provision of New Green Space Policy are predominately positive. The policy was appraised as performing positively against the social and the environmental sustainability objectives.

However, the SA identified a slightly negative objective, where the policy has not mentioned sustainable modes of travel. Any potential new green spaces should be accessible by walking, cycling, etc.

Delivery

CT21 Delivery

7.38 Overall the effects of this policy on the SA objectives were judged to be generally positive. In relation to social impacts, the policy was judged to be generally positive, through ensuring that developer contributions help towards economic regeneration. Also, by ensuring contributions towards community facilities it may help to reduce crime and fear of crime by helping to improve and create community cohesion. Contributions towards cultural, sports and educational facilities will also help in improving the positive social effects this policy will have.

7.39 In relation to the environmental impacts, the policy was judged to have positive, negative and neutral effects. Contributions should seek to ensure services and facilities are located in areas easily accessible by sustainable modes of travel, and that contributions support improving the offer of sustainable modes of travel. It will also be important to ensure that contributions seek to achieve development that is sympathetic to the physical and urban environment of Central Telford. New development would also need to make reference to recommendations of the SFRA (Strategic Flood Risk Assessment) and the forthcoming Reducing the Carbon Burden SPD.

7.40 In terms of economic impacts, the policy was judged to be strongly positive because it would help to improve the economic competitiveness and the balance of employment in the Central Telford area. It would be important to ensure facilities are of a high quality sustainable design. Delivery should aim to increase the amount of energy used from renewable sources and increase the re-use, recovery and recycling of waste.

8 Publication; Propsed Amendments Character Areas and Site Allocations SA Results - February 2010

8 Publication; Propsed Amendments Character Areas and Site Allocations SA Results - February 2010

8.1 This Chapter contains the SA Summaries for the CTAAP Publication; Proposed Amendments February 2010; Character Areas and Site Allocations. The SAs on the CTAAP Publication; Proposed Amendments February 2010 (results in Chapter 8 and 9 of this report) will potentially replace the CTAAP Publications SAs (Chapters 6 and 7). The SA Matrices for this chapter are in Appendix H of the appendices.

Introduction

Town centre Character Area

Vision and Strategic Development Objectives

8.2 The overall effects of this policy on the sustainability objectives are mostly positive with some negative implications. The negative scores for this vision are due to the detrimental effects it will have upon the environmental objectives.

8.3 From the social sustainability objectives the main positive aspects are the improvement the vision will have upon the public realm and the potential creation of a vibrant cultural heart for Telford. This new vibrant town centre with increased facilities and with a specific objective to promote levels of activity throughout the day and night will help improve safety and reduce levels of crime. This policy would also help direct a large number of additional facilities to an area that is accessible via modes of sustainable transport. It would be important to ensure that the public transport network is appropriately improved in order to successfully support the town centre with its new developments.

8.4 There are several positive environmental sustainability aspects to this policy. However the majority are neutral or not related. Sustainable transport modes should be referenced to promote travel to the Town Centre via means other than the car. Many of the sustainability objectives would be addressed at the site level thus would not be addressed in the vision and objectives.

8.5 With regards to economic sustainability the policy has scored positively due to an increase in the promotion of employment opportunities and the vibrant and more attractive centre would encourage diversification, attracting investment.

Town Centre Core - TC1

8.6 In regard to social sustainability this policy scores relatively positively. Mixed use development would potentially improve the public realm and provide an improved range of community facilities on site. Additionally, a mixed use development promotes activity at different times throughout the day leading to an increased sense of safety.

8.7 With regard to the environmental objectives this policy scores generally not related. But scores positively for making the best use of previously developed land, providing the increased levels of development are successfully supported by a sustainable transport system.

8.8 In regard to economic sustainability this policy scores positive due to the improvement it will make to the overall attractiveness of the area and will encourage diversification and provide an improved range of uses all helping to boost the economy of the area.

8 Publication; Propsed Amendments Character Areas and Site Allocations SA Results - February 2010

Site Allocation 1 – The Primary Shopping Area

8.9 For social objectives this policy scores mainly positive this is due to accessibility and improving the public realm, Compared to the no plan scenario. Without this policy and the CTAAP there will be no new pedestrian/cycle or improvements to existing links. The secondary effects of improving the links will improve the pollutions health over the long term period. The implementation of this policy in line with the Community Safety SPD should engender a sense a safety and reduced fear of crime.

8.10 For environmental objectives the majority are unrelated but otherwise positive. The proposals in this policy will result in a better use of land in locations served by sustainable transport links. The improved pedestrian/cycle links may reduce the need to travel. The requirement for green roofs on developments has the potential for habitat creation. There are positive measures to address the effects of flood risk.

8.11 Against economic objectives the policy scores very positively, through increasing potential employment activities, and diversity and vitality through physical environment improvements and new housing provision.

Site Allocation 2 – Southwater

8.12 Against social sustainability objectives this policy has been appraised as strongly positive in general. Inclusion of new and improved facilities including the medical and learning centres have the potential to directly improve the health and education of the local communities. Improved visual and physical linkages make a further positive contribution.

8.13 The policy is unrelated to the majority of environmental sustainability objectives, as the issues are dealt with in other areas of the Plan, but it is otherwise positive. The majority of the Southwater character area consists of previously-developed land and buildings. The sustainability of the policy would benefit from the inclusion of a reference to development providing a sympathetic interface with the Town Park to reduce adverse impacts on existing biodiversity within the Park. Whilst reference is made to the reduction of flood risk, this be enhanced by reference to Sustainable Drainage Systems, green roofs etc, as per policy SA1.

8.14 Economically, the policy is strongly sustainable. It has the potential to increase employment opportunities, and add diversity and vitality through physical improvements and new housing.

Site Allocation 3 - Malinslee Link

8.15 In terms of the social implications for the development of this site there was one positive in the form of the potential mixed-use on the site which could provide some access to employment opportunities for residents. The rest of the scores were neutral or not relevant. Mitigation measures should include ensuring that the development helps to facilitate the integration of Malinslee (which is a deprived ward) with the town centre, having development increase visibility and natural surveillance onto the footpath between Malinslee and the town centre at the south of the site.

8.16 Environmental implications were mixed. It was unclear whether the site is greenfield or previously developed, there may be some biodiversity within the site so a biodiversity survey should be carried out prior to any development taking place. There is potential to reduce dependency on car use given the proximity of the site to Telford town centre and the bus station,

8 Publication; Propsed Amendments Character Areas and Site Allocations SA Results - February 2010

and so pedestrian accessibility to these should be improved. All existing trees on the site should be retained in order to provide a buffer to any noise and light pollution created from the development of this site to Malinslee. The addition of flood attenuation measures would reduce the risk of flooding.

8.17 Finally, in terms of economic implications there may be scope to improve the economic competitiveness of the area if better integration and accessibility with Malinslee were included to create a stronger link between economic activity and the local skills base.

8.18 There are some conflicts between the environmental objectives for the development of this site and the social and economic objectives. For example retaining the existing trees for environmental improvement could prejudice better accessibility and integration between Malinslee and the town centre.

TC5 - Telford 'Urban Park'

8.19 Most of the sustainability objectives are irrelevant to this policy, however the objectives that are generally score a positive result.

8.20 In relation to social sustainability impacts this policy scores positively, on several issues. The public realm of the area, which provides important leisure facilities, would be improved by any future development making the area an important exponent against social exclusion. This significant green space offering important walking and cycling links provided within the Town 'Urban Park' would be improved increasing the positive effect they have on the health of the population. The leisure/community facilities provided in the area would contribute towards reducing crime and anti social activities and an improvement in these facilities would only further reduce the levels of crime and anti social behaviour.

8.21 There is one positive environmental sustainability issue with regards to this policy. This Urban Park area has a high quality landscape value and with the implementation of this policy these important landscape features would be improved.

8.22 From an economic sustainability perspective this policy has positive aspects. An area which has a high level of attractiveness will be enhanced and so and in turn encourage an increase in the attraction of visitors. The policy promotes physical environment improvements and will increase the vitality of the town centre.

TC6 - Civic Quarter

8.23 Due to the succinct nature of the policy many of the sustainability objectives are not related and against the objectives which this policy can be judged it has generally resulted in positive results.

8.24 This policy has resulted in positive overall outcomes in a social sustainability context. The policy is important to improve the pedestrian links to Old Park and connections with the Primary Shopping Area and links to Forge Retail Park. By improving accessibility between the residential areas and important retail and community facilities, and hence promoting walking and cycling, this can indirectly lead to health improvements within the population. Improvement and integration with adjacent areas of the civic quarter would be an improvement to the overall attractiveness of the public realm.

8 Publication; Propsed Amendments Character Areas and Site Allocations SA Results - February 2010

8.25 In terms of environmental sustainability there is a key aspect which has several positive effects. The improvement of pedestrian links will promote a modal shift in transport to walking and cycling, this modal shift away from car use would decrease air pollution and have a positive effect upon climate change. A reduction in air pollution would also be achieved by the downgrading of the Box Road as it would lead reduced levels of traffic.

8.26 There would be a benefit in terms of economic sustainability as the policy would increase the vitality of the Town Centre and help to maintain the overall attractiveness of the area.

TC7 - Telford Gateway

8.27 In regard to social sustainability this policy results in neutral/not related to positive outcomes. Accessibility is proposed to be improved to the surrounding areas such as Snedshill and the shopping centre via good quality walking and cycling links via A and A1. Although the policy does not actively promote development it should allow reference to be made to the Design for Community Safety SPD to help improve the safety and 'secureness' of the area, notably in the areas adjacent to the M54 motorway and the railway line. By consolidating the area for B1 office use it may help improve business competitiveness indirectly benefiting the education and skills of the population.

8.28 With regard to the environmental objectives this policy scores generally neutral/not related with some minor potentially positive impacts. Positively the policy promotes multi-storey car parking to replace surface car parking, helping make the best use of previously developed land. It also helps to ensure development is maintained in an area well served by sustainable modes of transport. The policy notes improving pedestrian links, however the policy should also incorporate improving cycle links. It is also recommended to incorporate landscaping and an element of 'green spaces' into a predominantly urban environment to help improve the overall attractiveness of the area. It is also recommended to actively encourage the adoption of environmentally-friendly technologies in both new and old buildings and development.

8.29 In regard to economic sustainability this positive scores neutral/not related to positive. The policy would contribute to improving the overall quality and attractiveness of the area. Improvements to the transport facilities should be included in the policy to ensure they are fully able to support the town centre in terms of both quality and quantity of the public transport network.

Old Park Character Area

Vision and Strategic Objectives

8.30 The overall effects of this policy on the sustainability objectives are a combination of positive and negative sustainability implications, with slightly more positive results. These results can be differentiated by the three categories with the social and economic objectives generally scoring positively, and the environmental objectives producing mainly negative scores.

8.31 The positive social implications of this policy cover an array of aspects. There would be an improvement to the public realm and community facilities in the form of a sports/leisure facility would be provided, which the area is currently in great need of. The community facilities would provide the residents with better access, which in turn reduces their need to travel. There would

8 Publication; Propsed Amendments Character Areas and Site Allocations SA Results - February 2010

be an increase in employment opportunities in the area making jobs accessible to existing and new residents. Improving walking and cycling links promotes a healthier lifestyle among the population.

8.32 The negative environmental implications of this policy all stem from the issue of increased development, what is currently undeveloped land represent the proposed sites for new buildings for residential, commercial and open space/sports facilities development. This new development would change the character of the Old Park area, create more greenhouse gases, generate an increase in air pollution and reduction in air quality, increased noise and light pollution, more waste will be generated and there will be more energy demand. The inclusion of SWAAP measures and the delivery of such measures, for the proposed sites will help tackle the negative consequences of building on currently undeveloped sites. The above implications are general trends associated with development that can be tackled through implementing designs and techniques from the forthcoming Reducing the Carbon Burden SPD and the design principles contained in Appendix 2. The one positive environmental objective of this policy is that with the community facilities fulfilling the some needs of the community there will is the potential for reduction in travel, benefiting peoples health and the problems associated by using the car.

8.33 The economic implications from this policy are all positive. The policy would encourage diversification to attract both increased employment opportunities and people, while also making the area more attractive for increased investment. With the improved links, the vitality of the town centre would increase. The increase in employment opportunities and new housing encourages an increased length of stay for residents.

Site Allocation 4 - Old Park West

8.34 Development on this site has negative and positive sustainability aspects with more positive sustainability issues overall. The social sustainability implications for this development are all positive with the exception of a neutral position in relation to educational considerations. Crime levels in the area are low and the addition of community related sports facilities will potentially reduce possible anti social activity, as well as, reducing social exclusion and improve the health of the population. Awareness that development proposals in Old Park are expected to deliver a proportion of affordable housing in accordance with the affordable housing economic viability study has addressed the previous insufficient information recorded for affordable housing. An enhancement is the revised emphasis of the policy to improve specific pedestrian and cycle links. This will benefit new and existing residents, enabling access to a greater range of facilities by sustainable transport modes, including health facilities in the town centre.

8.35 There are positive and negative environmental sustainability implications for this development. Development of this site in line with the site allocation would improve walking and cycling connections to neighbouring residential areas and access to the town centre, and there is an existing good quality bus route, which combined would promote other methods of travel than the car. The development would also retain and enhance the positive landscaping of the site with added emphasis on existing significant features. The ponds to the north of the site are breeding grounds for palmate newts, their habitat would be negatively affected by development and would be in danger of a complete loss of the habitat. Reference to the presence of this habitat should be included in the background to policy SA4.

8.36 The Surface Water Area Action Plan for this site will reduce the risk of flooding. The addition of CT14 Environmentally Sustainable Buildings will help improve the energy efficiency of the buildings in Central Telford. However, the site currently has no development, new buildings

8 Publication; Propsed Amendments Character Areas and Site Allocations SA Results - February 2010

would create waste from the development, and air pollution from the increased traffic and there would be an increase in noise and light pollution. The need for careful consideration of the relationship between the existing elevated floodlit sports facilities at the Thomas Telford School opposite SA4 and development proposals on the site should be referenced. This could comprise reference to a 'suitable distance buffer' between adjacent and new sports facilities and the new dwellings, which would help to reduce any conflicts between these land uses. In order to positively support objectives to protect and enhance wildlife habitats and landscape, the policy could require that this buffer also incorporates natural features.

Site Allocation 5 - Park Lane

8.37 The allocation of this site for housing provided mixed results. This site is currently a significant distance from any community facilities, particularly due to the poor nature of nearby pedestrian links. No community facilities are proposed as part of this allocation, however the reinforcement of specific pedestrian and cycle connections and the proposal for community facilities within a nearby allocation (SA4) partly offset the fragmented nature of this area. This position is reflected in a mixed neutral and positive score for the social objectives. The site currently has natural landscape merit, which should be preserved, the addition of specific reference to wooded areas on the site highlights this merit. A biodiversity survey must be undertaken on the site, and the results used to influence any development of the site. The Surface Water Area Action Plan for this site will reduce the risk of flooding. The addition of CT14 Environmentally Sustainable Buildings will help improve the energy efficiency of the buildings in Central Telford. It was assessed that there was no significant gain or loss to Telford's economy through allocating this site for housing.

8.38 In summary the key sustainability issues in allocating this site for housing are: the distance to facilities and services and the poor pedestrian, and cycle links to those facilities and services.

Site Allocation 6 - Central Old Park

8.39 In terms of the social sustainability implications for this site, allocation for employment would improve the public realm, link to existing employment use of the Wrekin Housing Trust Headquarters to the north, and promote employment opportunities. The allocation of this site was also judged to be positive because it would improve skills levels in relation to improving business competitiveness in the area. The other scores were either neutral or not relevant and the site allocation scored one negative for accessibility.

8.40 Environmental implications were mainly positive or neutral. There may be some biodiversity within the site, due to it being adjacent to Belvedere mound, so a biodiversity survey should be carried out prior to any development taking place. Allocating this site scored positively for making best use of previously developed land and for enhancing the landscape and buildings, providing architectural design ~~is~~ of the same high quality as the Wrekin Housing Trust and Thomas Telford School buildings. Allocating this site scored negatively for promoting other modes of travel other than the car. Mitigation measures should therefore improve linkages and the car park design should be responsive to the adjacent mound by taking into account the site specific measures proposed in the preliminary SWAAP for the site including provision of SUDs for reducing surface water run-off. Development on this site will be required to be of a high level of energy efficiency and have a reduced contribution to greenhouse gases and climate change in accordance with the new CT* Environmentally Sustainable Buildings - requiring 10% renewable energy generation on site and high standards for sustainable design for commercial buildings.

8 Publication; Propsed Amendments Character Areas and Site Allocations SA Results - February 2010

8.41 The economic implications for this site were positive given that development should create a balance of employment opportunities in the area and improve economic competitiveness. The backdrop of Belvedere Mound should be captured through development proposals.

The Belvedere - OP4

8.42 There is nothing proposed for this site other than its continued protection as a green space, thus a SA was not necessary.

Old Park East - OP5

8.43 From the social sustainability objectives the site scores neutral with one potential positive impact. The positive effect is that by prohibiting further retail and leisure development from the retail parks it should lead to future developments being located more centrally within the town centre. This will lead to facilities being located in an area served by a sustainable transport network and reduce the reliance on the private car which is promoted by retail parks. Mitigation measures include ensuring development is redirected and focused on more deprived areas. It would also be important to ensure any future improvements to the retail parks is not prohibited thus improving the public realm to complement a vibrant town centre and improve the safety and 'secureness' of the area. It will also be important to ensure that the links through the area to the neighbouring areas such as Old Park and the Primary Shopping Area are further improved.

8.44 In terms of the effect this policy will have on the environmental sustainability objectives it scores neutral/not related with a few potentially positive outcomes. Again this policy may indirectly locate development back into locations served by sustainable transport and thus reduce the current growth in car travel. Retail parks are almost completely reliant on the private car and this policy will help prevent future expansion. It will also be important to ensure this policy does not prohibit any future improvements to the energy efficiency of the existing buildings within the two retail parks. However, for the majority of the environmental objectives this policy is not related or relevant. This policy will also indirectly promote walking and cycling routes to access new facilities which will not be located at retail parks, which has an overall positive effect upon the landscape, environment and causes of climate change.

8.45 With regards to economic sustainability again the policy will have little impact upon these objectives scoring neutral/not related. On a positive note the policy should help towards increasing the vitality of the town centre. This policy may also help improve the overall quality and attractiveness of the area by preventing further expansion and intensification of the retail parks.

Old Park North - OP6

8.46 There is nothing proposed for this site other than its continued protection as a green space, thus a SA was not necessary.

Central Park Character Area

Vision and Strategic Development Objectives

8.47 The overall effects of this policy on the sustainability objectives are generally positive, however with some negative results. The negative aspects of this policy arise from the environmental objectives.

8 Publication; Propsed Amendments Character Areas and Site Allocations SA Results - February 2010

8.48 There are a range of positive social implications for this policy. There will be an improvement in the public realm and good access to employment opportunities. Improved linkages help increase the sense of safety in the area. The improvement of purposeful walking and cycling links to the railway station would promote a healthier lifestyle among residents.

8.49 The negative environmental aspects of this policy come from the increased environmental impact caused by new development. The new buildings for commercial and residential development would lead to an increase in greenhouse gases, traffic causing an increase in air pollution, a greater amount of waste generated and the increase in energy demand. Development would also lead to more land covered in impermeable surfaces increasing the risk of flooding. The above implications are general trends associated with development that can be tackled through implementing designs and techniques from the forthcoming Reducing the Carbon Burden and Design Guide SPDs. There are positive environmental impacts as improved links to the railway station promotes a more sustainable transport mode. The important wooded landscape is to be retained which would hold some ecological value.

8.50 In terms of economic sustainability the positive implications of this policy are that there would be an increase in employment opportunities, encouraging diversification. The overall attractiveness of the area would be improved, along with increased employment and residential opportunities.

Site Allocation 7 - Central Park

8.51 This proposed development is for a mix of employment uses. The site is steeply sloping and surrounded by employment already, the southern boundary of the site runs adjacent to the M54. This development has a mix of negative and positive sustainability aspects, overall there are more positive sustainability implications.

8.52 The social sustainability implications for development on this site are positive overall. There would be an improvement to the public realm as most of the site would become accessible. The added street lighting and buildings overlooking paths would provide an increased sense of safety in the area (though not when the buildings are not occupied, i.e. evenings and weekends). The site is accessible with good quality bus routes running adjacent to the site from all over the town. The development would potentially increase traffic which may increase air pollution. The proposed bridge connection to the Railway Station is very important as it provides a pedestrian and cycle link between Central Park to the Town Centre.

8.53 The environmental sustainability implications of the development are negative overall. Positive environmental aspects of the site are that the site is previously developed making the development a good use of land. The development would promote other modes of travel as there is a train station close by and good quality bus routes run adjacent to the site, though links to these must be improved. The negative aspects to this development, from an environmental perspective are; buildings from the development would increase greenhouse gas emissions. What is currently natural land covering would be replaced by less permeable surfaces increasing surface water run off on an already steep site, making the problem more difficult to control. Traffic from new employees would increase air pollution and the development would increase noise and light pollution. There would be an increase in waste and energy demand from the site. The above implications are general trends associated with development that can be tackled through implementing designs and techniques from the forthcoming Reducing the Carbon Burden and Design Guide SPDs. The addition of CT14 Environmentally Sustainable Buildings will help improve the energy efficiency of the buildings in Central Telford. There is conflict

8 Publication; Propsed Amendments Character Areas and Site Allocations SA Results - February 2010

between this policy and CT16 Biodiversity in terms of protecting the existing ecological/wildlife corridors on the site. The addition of the Surface Water Area Action Plan reduces the risk of flooding.

8.54 The development, from a sustainability perspective, would have positive economic implications. An increase in employment opportunities and the development would make the area more attractive. Due to its proximity the development could also increase the vitality of the Town Centre, though the provision of a new pedestrian bridge to the Town Centre is crucial for improving the sustainability of this allocation.

Site Allocation 8 - Telford Way

8.55 In terms of social impacts of the proposal, the overall impact was judged as being broadly positive. It is considered that the proposal could have positive impacts on reducing poverty and social exclusion and the education and skills of the population by focusing development on deprived areas, and by promoting employment opportunities.

8.56 In environmental terms, the implications are judged as being mixed. It is recognised that the site offers an opportunity for high quality design in a prominent gateway location. However, a key issue identified is the need to establish a safe, attractive pedestrian/cycling link to the town centre, which would promote further travel modes other than the car and to improve the sustainability of the proposal. The proposed bridge connection to the Railway Station is very important as it provides a pedestrian and cycle link between Central Park to the Town Centre. The Surface Water Area Action Plan for this site will reduce the risk of flooding. The addition of CT14 Environmentally Sustainable Buildings will help improve the energy efficiency of the buildings in Central Telford.

8.57 In economic terms, the proposal was judged as being positive as the use of the site for office development would help to diversify the employment base away from manufacturing within Telford, a clear priority for the Community Strategy 2006-11.

CP3 - Stafford Park West

8.58 There is nothing proposed for this site other than its continued use as an employment area, thus a SA was not necessary.

CP4 - Priorslee

8.59 There is nothing proposed for this site other than its continued protection as a green space, thus a SA was not necessary.

Site Allocation 9 - Land North of Priorslee Roundabout

8.60 The social implications of housing development on this site are largely neutral or not relevant. Development on this site could help to promote accessibility to services and facilities that meet people's needs provided that better access for pedestrian and cyclists is provided south across Holyhead Road and to Telford Town Centre and beyond.

8 Publication; Propsed Amendments Character Areas and Site Allocations SA Results - February 2010

8.61 Environmental implications were largely negative or neutral. There were two positive scores relating to protecting and enhancing the quality of the landscape, through development protecting the existing natural environment on site. In implementing this site allocation reference should be made to the Reducing the Carbon Burden SPD, Water Cycle Strategy and the Design Guide SPD.

8.62 The economic implications of allocating this site for housing development were quite limited or not relevant.

Site Allocation 10 - Holyhead Road

8.63 In terms of the social implications for this site it is all neutral. Development on this site could help to promote accessibility to services and facilities that meet people's needs provided that better access is provided south across Holyhead Road and to Telford town centre beyond.

8.64 Environmental implications were also largely neutral or not relevant. There is one negative score - making the best use of previously developed land and buildings, with the site being greenfield. This site allocation is positive in terms of protecting and enhancing the landscape and features of historic significance, by ensuring development is sensitive to the historic setting and character of the church. Mitigation measures included utilising the quality bus route and improving pedestrian and cycle linkages. In implementing this site allocation reference should be made to the Reducing the Carbon Burden SPD, Water Cycle Strategy and the Design Guide SPD. Another measure includes introducing the planting of additional trees to reduce air, noise and light pollution.

8.65 The economic implications for the site were quite limited or not significant.

Malinslee Character Area

Vision and Strategic Development Objectives

8.66 This broadly results positively in the SA, however the SA has suggested that more emphasis should be placed within the Vision and Spatial Development Strategy on what the expectations are for any future development in Malinslee. The Malinslee Vision and Strategic Development Objectives have been changed to reflect the SA recommendation.

Site Allocation 11 - Park Road

8.67 Malinslee is a deprived ward and thus there are significant potential social and economic benefits from allocating high quality residential development in Malinslee. There were no negative social implications identified for housing development on this site. The development of this site could help to reduce poverty and social exclusion provided that there is some provision of open space within the site. The previous SA recommended that accessibility north towards OldPark and ThomasTelfordSchool should be improved, and the revised site allocation now includes provision of a link north to the cycleway at West Centre Way. This helps to increase accessibility to services and facilities, and promotes modes of travel other than the car, and it reinforces the positive scores previously given for these objectives.

8.68 Environmental implications were more mixed. Owing to the proximity of the site to Telford Town Centre there is potential to reduce the need to travel and to promote modes of transport other than the car. High quality development (following the development statement) may also help to enhance the quality of the landscape in this area. However there may be negative

8 Publication; Propsed Amendments Character Areas and Site Allocations SA Results - February 2010

implications for the quality of water resources, air quality, noise and light pollution, and retaining the existing trees. The new allocation includes flood attenuation measures in line with the site's Surface Water Action Plan, which results in a more positive score for reducing the risk of flooding. Specific proposals about what type of flood attenuation scheme will be required and where within the site would help to increase this positive score further. Compliance with the Reducing the Carbon Burden and Design Guide SPD should be required in the implementation of this site allocation.

Malinslee School - MA2

8.69 The majority of this site lies outside the CTAAP boundary and thus this site will be considered by the Land Allocations DPD.

8.70 Site Allocation 12 - Land at Langley & St Leonard's Schools, Spout Lane

8.71 The boundary for this site allocation has been extended in the new submission document to include the new OldParkPrimary School and the redevelopment of Malinslee local centre.

8.72 The overall implications of sustainability for this development were mostly positive. The social sustainability implications for this development are positive. There are improved community facilities due to the new school developed within the site. The site is accessible to a good quality bus route, and has existing or new health facilities and a local centre with a range of services within its boundary. The health facilities and good walking and cycling links in the area will improve the health of the new residents. The new policy also makes reference to the provision of public space and the enhancement of play facilities.

8.73 The environmental sustainability implications of this development are a mixture of positive and negative outcomes. The development will be a high density which is a good use of previously developed land. The development would also promote bus use to the new residents due to its close proximity to a good quality bus route promoting a modal shift in travel away from the car. The new policy also makes reference to the retention and enhancement of natural features such as the existing hedgerows within the site, as well as incorporating sustainable urban drainage systems in line with the Surface Water Action Plan. The new buildings would increase greenhouse gas emissions and the increased traffic would create more pollution. There would also be noise and light pollution emanating from where there was not any before. Energy demand in the area would also increase as would the amount of waste created. In implementing this site allocation, any development must accord with the Reducing the Carbon Burden SPD, and the Design Guide SPD to reduce the general negative effects of development as noted above.

8.74 In terms of economic sustainability this development is positive. The development would increase the population and the attractiveness of the area. Due to its proximity and good bus link it could also increase the vitality of the Town Centre.

Site Allocation 13 - Land at Church Road

8.75 Many of the sustainability objectives are not relevant to this site allocation. With regards to the sustainability objectives this development does apply to, there are equally as many positive and negative aspects.

8.76 This site scores positively regarding social sustainability. This development would take place and improve a deprived area. The site is within an accessible distance to; the local centre which provides retail services, community facilities and health facilities. This development

encourages improvement in the health of the new residents as existing recreational and walking routes and adequate open space are close to the site. The policy refers to a 'suitable distance buffer' between adjacent play facilities and the new dwellings, which would help to reduce any conflicts between these land uses. In order to positively support objectives to protect and enhance wildlife habitats and landscape, the policy could require that this buffer also incorporates natural features.

8.77 This site allocation has some positive environmental sustainability objectives, however, there are more negative objectives. The main positive environmental aspect of this development is the good quality use of previous developed land; developing a car park into residential usage. There is also a good quality bus route close by to the site encouraging a modal shift away from residents using cars. The negative environmental aspects concern the impact the development would have on the natural environment. The increase in buildings would increase greenhouse gas emissions. There would be increased traffic, even with the loss of the pub car park, increasing air pollution. Energy demand would also be increased as would the creation of waste from the new households. The policy does however refer to the incorporation of specific flood attenuation measures within the site, which helps the SA score more positively for the objective to reduce the risk of flooding. In implementing this site allocation, any development must accord with the Reducing the Carbon Burden SPD, and the Design Guide SPD to reduce the general negative effects of development as noted above.

8.78 This development is neutral with regards to economic sustainability.

Hollinswood Character Area

Vision and Strategic Development Objectives

8.79 There was some difficulty in carrying out a Sustainability Appraisal on this area as no specific proposals have been identified. Indeed, any improvements identified in the Vision and objectives for the area are largely dependent on achieving successful development on adjacent sites, for example Southwater Square.

8.80 Therefore, overall the Vision and Spatial Development Strategy for the Hollinswood Character Area was judged broadly neutral, with potential for positive impact with regard to provision and protection of community play facilities and accessibility, providing the development at Southwater is implemented and measures are included within the design to establish better links for pedestrians/cyclists between Hollinswood and the town centre.

9 Publication; Proposed Amendments Policies SA Results February 2010

9 Publication; Proposed Amendments Policies SA Results February 2010

9.1 This Chapter contains the SA Summaries for the CTAAP; Proposed Amendments February 2010; Policies. The SAs on the CTAAP; Proposed Amendments February 2010 (results in Chapter 8 and 9 of this report) will potentially replace the CTAAP Publications SAs (Chapters 6 and 7). The SA Matrices for this chapter are in Appendix H of the appendices.

Introduction

Vision and Objectives

9.2 The results of the Sustainability Appraisal of the Central Telford Vision and Objectives are predominately positive. The Vision and Objectives were appraised as performing positively against the social and economical sustainability objectives. The Vision and Objectives portrays a Central Telford with; improved public realm, increasing the variety of land uses, improve accessibility, housing, pedestrianise the Box Road, and regenerated Malinslee and Hollinswood.

9.3 The majority of the environmental SA Objectives score well. The role of the Vision and Objectives is a general guide to what Central Telford will be like by 2016, it doesn't contain the detail of how the vision will be realised, and this is what the rest of the CTAAP will contain. Due to the lack of detail, some of the environmental objectives only scored 'slightly positive'.

Mixed Use

CT1: Mixed Use

9.4 This policy promotes mixed use development on sites especially in the Town Centre Core. This policy has resulted in a predominately positive SA. Mixed use development will lead to a diversification of the economy and improve the overall attractiveness of the area for businesses, visitors and residents of the Borough. In regards to social sustainability a mixed use development is active at more times of the day due to the different uses leading to potentially an increased sense of safety and reducing anti social activity.

Retail

CT2 Retail

9.5 Overall, the effects of these policies on the SA objectives were judged to be slightly positive. Due to the specific nature of this policy, a number of objectives were not considered relevant.

9.6 In terms of social impacts the policies were judged to be broadly positive, mainly in respect of the potential for improvements in accessibility to services and facilities, and public realm improvements around the new public square.

9.7 In environmental terms, the policy was considered broadly neutral, with some aspects both positive and negative. Development of new retail within Central Telford represents an efficient use of land and should, by way of its central location, it supports access by transport modes other than the private car. However, it is acknowledged that increased growth will lead to increases in waste generation. Appropriate design responses should therefore be considered as part of the detailed design process.

9 Publication; Proposed Amendments Policies SA Results February 2010

9.8 In economic terms the policies were judged to be broadly positive, in particular by seeking to increase the vitality of the town centre, and by promoting physical environmental improvement and regeneration.

Employment

CT3 Employment

9.9 Assessed against the social and economic sustainability objectives this policy mostly receives positive scores. This is due to concentrating office development in the Town Centre which is an accessible area, well served by public transport and encouraging skilled employment and improving the economic performance of Telford. Some negatives were recorded against environmental sustainability objectives, this is due to the significant increase in new office development required to achieve the target office floorspace in the policy. However if the new office developments were low carbon buildings (implementing *CT15 Design*) this would reduce the negative environmental sustainability impact of this policy. Many sustainability objectives were also not relevant to the SA of this policy.

9.10 Recommended changes:

- 3rd paragraph 'Area. Proposals to bring forward office development in locations beyond Town Centre Core will be required to demonstrate how direct accessibility to the Town Centre using sustainable forms of transport will be achieved';

Housing

CT4 Residential

9.11 Evaluated against the sustainability appraisal objectives this policy has mostly positive results. The building of over 2,000 homes in Central Telford will situate housing close to employment areas and many other services and facilities, residents would also be close to the good quality bus route network and there are many pedestrian and cycle routes throughout the area. In economic sustainability terms this policy promotes residential development in a currently employment led area. Dwellings in the Town Centre Character area will increase the vitality of the Town Centre. Residential development in Central Telford must deliver exemplary sustainable design to reduce greenhouse gas emissions and be adaptable for a changing climate to be environmentally sustainable for the Borough to meet its carbon dioxide reduction targets (Telford & Wrekin's Climate Change Strategy 2008). In environmentally sustainability terms this policy promotes good design through highlighting the importance Design and Low Carbon policies in residential development, a reference to Code for Sustainable Homes in the supporting text would be a welcome addition.

CT5 Affordable Housing

9.12 All three parts of this policy were appraised by one sustainability appraisal. The sustainability objectives are mostly irrelevant to this set of policies, however the policies were judged to be positive against those that were relevant.

9 Publication; Proposed Amendments Policies SA Results February 2010

9.13 Several of the social sustainability objectives may be indirectly relevant to the affordable housing policies; the mixture of tenures on all sites, on site provision and relationship to local needs all result in positive outcomes for the applicable objectives. SA objective 4 which encourages a range of housing to meet the needs of the borough strongly supports this policy.

9.14 The economic objectives are positively met with the policy promoting the introduction of residential use into Central Telford, notably the Town Centre Character Area, improving the vitality and diversity of the town centre.

Leisure Culture and Tourism

CT6 Leisure, Culture and Tourism

9.15 Overall the effects of this policy on the SA objectives were judged to be strongly positive, albeit with some minor potential negative impacts. The policy performs well against social and economic sustainability objectives. This is because the provision of new facilities would improve the overall quality and attractiveness of the area, provide/enhance community facilities and improving the public realm. It would be important for new leisure and culture facilities to be supported by an increased network of sustainable modes of public transportation.

9.16 In relation to the environmental impacts, the policy was judged to have both neutral/not related impacts and negative impacts. The negative impacts are due to the detrimental effects new leisure and associated facilities will have on climate change, risk of flooding, air quality, and noise and light pollution without appropriate mitigation measures to reduce these impacts. Also, it is noted that the policy mentions the growth of a night time culture within the Central Telford area but there is no mention of potential noise pollution mitigation measures.

CT6a - Establishing the Evening and Night-Time Economy

9.17 The results of this Sustainability Appraisal are mainly positive. Establishing an evening and night time economy in Southwater and Central Square will provide more facilities for the Borough's residents. The use of the principles of the Design for Community Safety SPD in the layout of the new evening and night time economy will help reduce the potential for anti social behaviour.

9.18 The policies in the built environment chapter of CTAAP, especially Design policy and the related Design Principles, are important in to increase the environmental sustainability of the new or converted building for the night-time and evening economy in Telford Town Centre.

9.19 This policy results in a strongly positive result against the economic sustainability objectives. The creation of an evening and night-time economy will diversify Telford's economy, increase employment opportunities, improve the vitality of the town centre and increase the length of stay for residents and visitors in the town centre.

CT6b - Managing an Evening and Night- Time Economy

9.20 The results of this sustainability appraisal are broadly positive, though many of the sustainability objectives are not related to this policy. The integration and promotion of public transport in management of the evening and night-time economy is a positive measure. Effective management of this element of the economy will increase the attractiveness of the area and the vitality of the town centre, while also reducing the potential for anti social behaviour.

9 Publication; Proposed Amendments Policies SA Results February 2010

Transport

CT7 Greyhound Link

9.21 From a social sustainability perspective the policy scores positively as it would lead to a link between the M54 and the A442, allowing improved accessibility to services and facilities.

9.22 From an environmental sustainability aspect the policy results in a more negative outcome in relation to addressing the causes of climate change through reducing greenhouse gas emissions. Firstly, the site of the Greyhound Link is currently Green Network, thus an appropriate compensation measure would need to be delivered to account for this. Secondly the Greyhound Link promotes road travel by improving road links, and thirdly it does not promote an overall reduction in traffic levels in Central Telford. The Greyhound link is intended to redistribute road traffic from the Box Road, Hollinswood Interchange and Rampart Way, this will provide economic benefits through reducing traffic congestion in these areas. The Greyhound Link will also allow the pedestrainisation of the Box Road (CT8) which will lead to improved walking and cycling opportunities, improving the public realm and reducing the level of air pollution in the Town Centre.

9.23 The new policy also includes a reference to improved access to and from the town centre by public transport, which now results in a positive score for improving economic competitiveness and marginally improves the environmental objectives – although not enough to result in a positive score.

CT8 Box Road

9.24 This policy scores positively on some of the sustainability objectives. It is neutral or not relevant to most of the objectives.

9.25 From a social sustainability aspect the policy would lead to an improvement in the public realm through proposing the change to the busy box road around the Telford Shopping Centre area into a pedestrian accessible area, compared to a 'no plan scenario'. Access into the Shopping Centre would also be made easier for pedestrians and cyclists. By improving the access it would also encourage more walking and cycling to and around the Town Centre and wider areas. Less traffic in the Town Centre would also potentially lead to less greenhouse gas emissions and pollution. In order to ensure that the new public realm created from downgrading the box road does not lead to an increase in anti-social activity and crime, reference should be made to the Design for Community Safety SPD.

9.26 Environmentally, the policy scores positively against the objectives of reducing the need to travel and promoting modes of travel other than the car and it may help to reduce noise pollution. The local air quality in the town centre will potentially improve however it is unclear whether the proposal will result in an overall improvement, as traffic removed from the box road may simply relocate and follow other routes. Care should be taken in selecting materials for new street surfacing to ensure that the materials used are from sustainable sources and are permeable so as to reduce surface water run off and reduce the risk of flooding.

9.27 With regards to economic sustainability this policy would improve economic competitiveness in the area by increasing the vitality and attractiveness of the Town Centre.

9 Publication; Proposed Amendments Policies SA Results February 2010

CT9 Other Highway Improvements

9.28 The results of this policy's sustainability appraisal are rather mixed. Most of the objectives have a neutral or not relevant score, there is one positive score and five other objectives score negatively.

9.29 The positive score was attained for the social objective of infrastructure to support a range of housing to meet local needs. Part of the intention of this policy is for highway improvements to be delivered in Central Telford in order to accommodate increases in traffic brought about by the levels of development proposed. Another social objective – to improve the population's health and reduce inequalities in health – scored negatively as the policy seeks to accommodate increases in traffic growth, thus there would be potential for air quality to decline and people would be encouraged to use cars rather than walking or cycling.

9.30 The other negative scores all relate to environmental objectives. The policy would not reduce the need to travel and would not promote modes of travel other than the car, it would not reduce greenhouse gas emissions, and it would not reduce air, noise and light pollution. The policy does refer to pedestrian and cycle improvements however this would require much more emphasis for it to balance against the implications of traffic growth. Highway improvements would also need to deliver significant landscaping and tree planting in order to partly off set the increased traffic growth. Surfaces would need to be permeable in order to reduce the risk of surface water run off and flooding, and materials would need to be from sustainable sources.

9.31 The economic objectives were neutral. Whilst improved accessibility may be beneficial for local businesses, the reduced environmental attractiveness of the area would be a detractor that could cancel out any benefits.

CT10 Parking

9.32 The main sustainability issue with the policy is that it does not propose an overall reduction in the number of parking spaces, i.e. the policy does not promote an overall reduction in the use of the private car, which is a key contribution to achieving sustainable development.

9.33 In terms of social sustainability this policy would improve the public realm, by promoting multi storey car parks rather than the current dominant large surface car parks. However, the public realm could be further improved if the policy emphasises mixed use multi storey car parks more, i.e. with other uses such as shops or restaurants on the ground floor – this will create active frontages which help reduce the perception of fear of crime.

9.34 From an environmental sustainability perspective this policy is positive because it would make better use of previously developed land and creating more pedestrian friendly areas.

9.35 This policy has positive elements against the economic sustainability objectives as it would lead to an overall improvement in quality and attractiveness of the area, improving the physical environment. However, the potential reduction in parking spaces at offices may reduce their rents which may have a negative impact on the local economy.

CT11 Park and Rail/Walk at Telford Railway Station

9.36 This policy is very specific and as such many of the sustainability objectives are not related.

9 Publication; Proposed Amendments Policies SA Results February 2010

9.37 In social sustainability terms the policy would lead to reducing journey lengths by car i.e. parking in the multi-storey car park and using public transport/walking for the rest of the journey. The supporting text should better clarify the purpose of the park and walk facility by referencing the location of the 'nearby offices'. The policy's role in reducing traffic entering the Town Centre Core, has the potential to reduce air pollution in that area. The policy could improve the public realm as long as the multi storey accords with the CTAAP Design policy and Principles. If reference were to be included to the Community Safety SPD, the policy's social sustainability could be improved in respect of its impact on safety, crime, and fear of crime.

9.38 In environmental terms a multi-storey car park would use up less land compared to an equivalent surface car park. The policy promotes walking and encourages using the train, thus improving access to public transport and potentially encouraging length of stay in the area. This will depend however on the management of the facility, including pricing. A more environmentally sustainable scenario for increasing the use of the trains would be improving the bus services to Telford Central which potentially would also increase the use of trains and reduce the use of the car. This would not offer the additional parking for surrounding businesses that CT11 suggests through the Park and Rail/Walk Facility. Integration / interchange between bus and rail should be addressed, but this may be more appropriately located elsewhere within the Action Plan, such as its Public Transport policy.

9.39 Shifting travellers from private car to train use should reduce air pollution from reduced car traffic generally. If car traffic is reduced in the Town Centre core as intended, pollution in this specific area should also reduce. This positive impact should have potential complementary benefits for reducing green house gas emissions.

9.40 However, if the intensified use of the land is accompanied by increased car journeys, noise levels may increase but this should be mitigated by appropriate design.

9.41 Thus the proposed Park and Rail/Walk Facility in this policy offers economic, social and environmental benefits to the Central Telford area.

CT12 Public Transport

9.42 This policy is very specific and as such many of the sustainability objectives are not related.

9.43 In social sustainability terms the policy would lead to reducing journey lengths by car i.e. parking in the multi-storey car park and using public transport/walking for the rest of the journey. The supporting text should better clarify the purpose of the park and walk facility by referencing the location of the 'nearby offices'. The policy's role in reducing traffic entering the Town Centre Core, has the potential to reduce air pollution in that area. The policy could improve the public realm as long as the multi storey accords with the CTAAP Design policy and Principles. If reference were to be included to the Community Safety SPD, the policy's social sustainability could be improved in respect of its impact on safety, crime, and fear of crime.

9.44 In environmental terms a multi-storey car park would use up less land compared to an equivalent surface car park. The policy promotes walking and encourages using the train, thus improving access to public transport and potentially encouraging length of stay in the area. This will depend however on the management of the facility, including pricing. A more environmentally sustainable scenario for increasing the use of the trains would be improving the bus services to Telford Central which potentially would also increase the use of trains and reduce the use of

9 Publication; Proposed Amendments Policies SA Results February 2010

the car. This would not offer the additional parking for surrounding businesses that CT11 suggests through the Park and Rail/Walk Facility. Integration / interchange between bus and rail should be addressed, but this may be more appropriately located elsewhere within the Action Plan, such as its Public Transport policy.

9.45 Shifting travellers from private car to train use should reduce air pollution from reduced car traffic generally. If car traffic is reduced in the Town Centre core as intended, pollution in this specific area should also reduce. This positive impact should have potential complementary benefits for reducing green house gas emissions.

9.46 However, if the intensified use of the land is accompanied by increased car journeys, noise levels may increase but this should be mitigated by appropriate design.

9.47 Thus the proposed Park and Rail/Walk Facility in this policy offers economic, social and environmental benefits to the Central Telford area.

CT13 Pedestrian and Cycle Network

9.48 Although most of the sustainability objectives are not relevant to this policy, where they are relevant they result in a positive score. The social objectives provide the most positive scores, with the objective to increase accessibility to a range of services and facilities resulting in the most positive score. There would also be a reduction in poverty and social exclusion and improvements to the public realm due to increased accessibility to employment opportunities. This policy would also reduce and prevent anti social activity, crime and fear of crime by providing a high quality pedestrian and cycle network (although reference should be made to the adopted Design for Community Safety SPD in order to more adequately meet this sustainability objective). Improving health and reducing inequalities in health would also be achieved by improved access to walking and cycling opportunities.

9.49 The environmental objectives that the policy scored positively against were reducing the need to travel and promoting modes of travel other than the car, and reducing air pollution and ensuring that air quality continues to improve. These environmental objectives could be met more positively by referring to how the pedestrian and cycle network will be integrated with sustainable transport modes, for example by providing strong and adequate links to the bus and rail stations.

Built Environment

CT14 Environmentally Sustainable Buildings

9.50 Overall most of the objectives are not relevant to this policy. Those that are relevant score either slightly or strongly positive. There were no objectives against which the policy scored negatively.

9.51 The strongest positive scores were attained against objectives to reduce greenhouse gas emissions, increase energy efficiency and the use of renewable energy, reduce waste generation and maximise re-use and recycling, and to promote the use of resources efficiently. Slightly positive score were attained for objectives relating to providing a range of housing to meets local needs, and to improve health and health inequalities.

9 Publication; Proposed Amendments Policies SA Results February 2010

CT15 Design

9.52 The positive social sustainability results of this policy are that it will potentially lead to an improvement in the public realm and the focus on connecting movement routes to key destinations will also lead to improved access to facilities and services. Streets and spaces should be well designed to design out crime in line with the Community Safety SPD.

9.53 The implementation of the Design Principles which support this policy are key in improving both the design and sustainability of development coming forward in Central Telford. The implementation of the design principles should also lead to a reduction in greenhouse gases, air, noise and light pollution, increased energy efficiency and use sustainable resources efficiently. The implementation of the forthcoming Reducing the Carbon Burden SPD will help new developments address climate change in their designs.

9.54 In economic sustainability terms this policy scores positively as new development would be of a higher quality design which may help attract investment.

CT16 Density

9.55 With regards to social and environmental sustainability objectives, the significant positive aspects of the implementation of this policy are that higher density developments will be within direct access to public transport, closer to the Town Centre, community facilities and open space. This will potentially improve access to facilities and services reducing the need for residents to travel, and would lead to a better use of land as higher densities reduce land required for a development. There were no negative sustainability consequences of implementing this policy identified, however many of the sustainability objectives in the SA Framework are not related to this policy.

CT17 Public Realm

9.56 There are a number of significant positive social, environmental and economic sustainability benefits of this policy which will assist in creating attractive, well designed, safe streets and spaces which will reduce crime and the fear of crime. With more convenience for pedestrians in better designed streets and routes there will potentially be increased accessibility to services and facilities which will encourage walking, improving the publics health and encourages a shift of travel towards walking. An increase in walking could lead to a decrease in car use and consequently a reduction in air pollution and greenhouse gases. The overall attractiveness of the Central Telford area would be improved through the implementation of this policy and thus potentially encouraging increased business investment to the area.

CT18 Storey Heights and Tall Buildings

9.57 This policy promotes mixed use development within tall buildings, it is considered that this makes the most efficient use of land which will increase the vitality of the town centre, through facilitating residential development in the Town Centre, thus providing economic, social and environmental sustainability benefits. The importance of the Design Principles of CTAAP again is key in ensuring any development is well designed and sustainable.

9.58 The implementation of this policy would have significant positive economic outcomes through helping to establish a town centre with tall distinctive buildings which would give the town a recognisable profile, improving the attractiveness of the area and increasing likely investment.

9 Publication; Proposed Amendments Policies SA Results February 2010

Natural Environment

CT19 Biodiversity

Overall, the effects of this policy on the SA objectives were judged to be broadly positive with no negative issues identified. A number of the SA objectives were judged to be not related or there was insufficient information available to assess an SA objective. In relation to social impacts, the policy was judged to help improve the health of the Borough.

In relation to environmental impacts, the policy was judged to be broadly positive against a number of SA objectives: protecting and enhancing wildlife habitats which would help to address habitat fragmentation and thereby increase opportunities for migration; dispersal and genetic exchange of species; and seeking to retain and develop a linked network of green spaces which will in turn provide opportunities for informal recreation.

A potential mitigation measure is the need to recognise the importance of appropriate site management for sites which have been enhanced to ensure benefits remain ongoing. The importance of the continuing management of sites which have received enhancements needs to be emphasised more in the policy/supporting text.

CT20 Landscape

Overall the effects of this policy on the SA objectives were judged to be either neutral/not related or positive, with no negative implications identified. In relation to the social impacts, the policy was judged to be generally neutral to positive, with a strong positive impact upon improving the populations health and reducing inequalities in health. Recommendations include ensuring the retention and improvement of landscaping is complementary to the overall attractiveness of the public realm. Ensuring landscaped areas are protected and easily accessible will indirectly help to discourage crime and anti-social behaviour.

In relation to the environmental impacts, the policy will have a strong positive effect on protecting and enhancing the quality of the landscape, wildlife and biodiversity in Central Telford. This policy was also found to have positive effects on addressing climate change, reducing the risk of flooding, improving air quality and helping to reduce noise and light pollution. Hence this policy will have a significant positive effect on environmental sustainability implications.

In terms of economic impacts, the policy was judged to be not related and potentially positive. It is recommended that the policy ensures that landscaping contributes to the overall quality and attractiveness of the centre, and provides opportunities for leisure and recreation which could help towards improving the economic competitiveness of the area.

CT21 Protection of Green Space

Overall, the results of the Sustainability Appraisal for this policy were judged to be predominately positive with some SA objectives not related or insufficient information was available for an appraisal to be made. In terms of social impacts the policy was judged to be slightly positive, mainly in regards to: improving the public realm, reducing and preventing anti social activity and improving the population's health.

9 Publication; Proposed Amendments Policies SA Results February 2010

In environmental terms the policy develops a number of benefits: protection and enhancement of the quality of the landscape, reduction of air pollution, reduction of surface water run-off, helps to reduce the risk of flooding, helps to address the issues associated with climate change and protects wildlife habitats.

In economic terms the policy was judged to have insufficient information as the economic effects are uncertain. However, there is research[1] to suggest that the natural environment/higher quality landscape could increase property values.

[1] WOOLLEY, H & ROSE, S (undated) The Value of Public Space: How High Quality Parks and Public Spaces Create Economic, Social and Environmental Value. CABE Space.

CT22 Provision of New Green Space

The results of the Sustainability Appraisal for the Provision of New Green Space Policy are predominately positive. The policy was appraised as performing positively against the social and the environmental sustainability objectives.

However, the SA identified a slightly negative objective, where the policy has not mentioned sustainable modes of travel. Any potential new green spaces should be accessible by walking, cycling, etc.

Delivery

CT23 Delivery

9.59 Overall the effects of this policy on the SA objectives were judged to be generally positive. In relation to social impacts, the policy was judged to be generally positive, through ensuring that developer contributions help towards economic regeneration. Also, by ensuring contributions towards community facilities it may help to reduce crime and fear of crime by helping to improve and create community cohesion. Contributions towards cultural, sports and educational facilities will also help in improving the positive social effects this policy will have.

9.60 In relation to the environmental impacts, the policy was judged to have positive, negative and neutral effects. Contributions should seek to ensure services and facilities are located in areas easily accessible by sustainable modes of travel, and that contributions support improving the offer of sustainable modes of travel. It will also be important to ensure that contributions seek to achieve development that is sympathetic to the physical and urban environment of Central Telford. New development would also need to make reference to recommendations of the SFRA (Strategic Flood Risk Assessment) and the forthcoming Reducing the Carbon Burden SPD.

9.61 In terms of economic impacts, the policy was judged to be strongly positive because it would help to improve the economic competitiveness and the balance of employment in the Central Telford area. It would be important to ensure facilities are of a high quality sustainable design. Delivery should aim to increase the amount of energy used from renewable sources and increase the re-use, recovery and recycling of waste.

List of Appendices

List of Appendices

Appendix A - Publication SA Results

Appendix B - Blank SA Matrix

Appendix C - Compatibility of Sustainability Objectives & Central Telford Objectives

Appendix D - SA Scoping Report 2008 Representations

Appendix E - Relevant Plans & Programmes

Appendix F - Sustainability Objectives Compatibility Matrix

Appendix G - Preferred Options SA Results

Appendix H - Publication; Proposed Amendments SA Results February 2010