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omment & Housing and Employment provision & general development policies & historic heritage & tourism  
's and retailing & tourism and recreation & sustainable transport & road transport, walking and cycling  
rural character & Wildlife and nature conservation & Land and water & Energy & Minerals and waste

# THE SHROPSHIRE AND TELFORD & WREKIN JOINT STRUCTURE PLAN 1996 - 2011



## EXPLANATORY MEMORANDUM

**THE SHROPSHIRE AND  
TELFORD & WREKIN  
JOINT STRUCTURE PLAN  
1996-2011**

**EXPLANATORY MEMORANDUM**

THIS EXPLANATORY MEMORANDUM ACCOMPANIES THE  
WRITTEN STATEMENT THAT WAS ADOPTED BY  
SHROPSHIRE COUNTY COUNCIL ON 25 OCTOBER 2002  
AND BY THE BOROUGH OF TELFORD & WREKIN ON  
14 NOVEMBER 2002 AND WHICH BECAME OPERATIVE ON  
15 NOVEMBER 2002

Prepared by Shropshire County Council  
and the Borough of Telford & Wrekin

November 2002

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# foreword...

## **BY THE JOINT CHAIRS OF THE STRUCTURE PLAN JOINT COMMITTEE**

The two Councils have worked together closely to produce this Joint Structure Plan. This close working has been assisted by a shared vision that recognises the mutual interests of Shropshire and Telford & Wrekin.

In drawing up this Joint Structure Plan, we have ensured that it contains a balanced set of policies. These will protect the fine quality environment and at the same time will meet the needs of people for homes and jobs. Taken together the policies will provide a sound basis for delivering sustainable development over the longer term.

We would like to thank all those people and organisations who have contributed to the production of this Plan. Their input has helped us to provide a Plan that will serve the people of Shropshire and Telford & Wrekin well.



A handwritten signature in black ink, appearing to read 'John Stevens'.

**Cllr John Stevens**

*Shropshire County Council*



A handwritten signature in black ink, appearing to read 'David Morgan'.

**Cllr David Morgan**

*The Borough of  
Telford & Wrekin*

# access to information

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# part I

## **INTRODUCTION TO THE SHROPSHIRE AND TELFORD & WREKIN JOINT STRUCTURE PLAN**

### *Chapter 1*

# introduction

### **ABOUT THIS DOCUMENT**

- 1.1 The Joint Structure Plan for Shropshire and the Borough of Telford & Wrekin covers the period 1996-2011. It has been prepared jointly by Shropshire County Council and Telford & Wrekin Borough Council as a replacement for the Shropshire Structure Plan 1989-2006. It was adopted on 14 November 2002 and became operative on 15 November 2002.
- 1.2 This document is the Explanatory Memorandum which is a necessary accompaniment to the Written Statement required by the Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991.
- 1.3 The Written Statement contains the policies and proposals illustrated by a Key Diagram. This Explanatory Memorandum contains additional text which justifies the policies. It also gives background information on the policies, and explains their relationship to national and regional planning guidance, but does not form part of the Plan.
- 1.4 The Joint Structure Plan must be read as a whole. Policies are not in any priority order, thus development proposals may have to be considered against policies in different parts of the Plan.

### **THE PURPOSE OF THE STRUCTURE PLAN**

- 1.5 The purpose of a Structure Plan is to provide a statement of the overall strategy for development and use of land within the context of sustainable development objectives. It indicates how development will be served by transport and other infrastructure, taking account of national and regional policies. In setting out the general policies and proposals of strategic importance it provides a strategic framework for the detailed policies in Local Plans. It is also influential in the increasingly important area of attracting funding to implement development proposals.
- 1.6 The Joint Structure Plan sets out the broad planning strategy for Shropshire and Telford & Wrekin. It sets out policies and proposals for the location of development, the amount

of new housing and employment land, and strategic policies for the control of mineral working and the treatment of waste. Policies for the protection and enhancement of the environment provide a framework within which development should take place. Policies and proposals for transportation and accessibility provide the essential linkage with land use.

## **SUSTAINABILITY APPRAISAL**

- 1.7 The Government requires all policies and proposals in a Structure Plan to be subject to a process of identifying, quantifying, weighing up and reporting on their environmental effects. This should be an integral part of the plan preparation process. In this Joint Structure Plan the opportunity has been taken to broaden this appraisal process by including social and economic factors to provide a full sustainability appraisal. This appraisal is available in a separate report.

## **IMPLEMENTATION**

- 1.8 The Structure Plan can only be successful in achieving the objectives of the strategy if the policies are implemented. Implementation is a complex process involving a wide variety of public and private organisations, businesses, voluntary organisations and individuals. The main vehicle for implementation is through the Local Plans prepared by the District Councils and Telford & Wrekin Borough Council, and the Minerals and Waste Local Plans and Local Transport Plans prepared by the two Strategic Authorities. The Local Plans in turn provide the basis for detailed development control decisions.
- 1.9 Many of the policies can only be effectively implemented by the Strategic Authorities working in close liaison with organisations such as The Environment Agency, English Nature, English Heritage, The Forestry Commission, The Countryside Agency, Advantage West Midlands, voluntary bodies and organisations as well as Government Departments and organisations of the European Union.
- 1.10 The investment decisions of the Telford & Wrekin Borough Council, Shropshire County Council, the five District Councils in Shropshire, the public utility companies and developers will take into account the policies in the Structure Plan. Because of the Plan's long time horizon there are inevitably uncertainties about the availability of resources in both the public and private sectors. The policies of the Plan take this into account and are framed to accommodate variations in levels of expenditure and development.

## **MONITORING**

- 1.11 The Joint Structure Plan Authorities (JSPAs) are required by Planning Policy Guidance Note 12 (Development Plans) to monitor the implementation of the Structure Plan. Planning Policy Guidance Note 3 (Housing) has introduced the need to 'Plan Monitor and Manage' as opposed to the outmoded process of 'predict and provide'. Together this guidance has brought monitoring to the forefront of development plan issues.

- 1.12 In response to this, the Joint Structure Plan Authorities are committed to putting into place a structured framework for the future monitoring and review of the Joint Structure Plan. Through regular monitoring the Authorities will be able to:-
- Assess the validity and robustness of the plan's strategy.
  - Assess the progress made towards meeting the plan's objectives.
  - Identify the impact of the policies on the future development of the plan area.
  - Identify new issues which the plan should be addressing.
- 1.13 The results of the monitoring will be fed back into the development plan process. They will enable the Joint Structure Plan Authorities to identify where the plan may need adjusting to improve the effectiveness of policies or to reflect changes in circumstances. This process will form the basis for rolling forward the Joint Structure Plan and will ensure that the plan remains up-to-date and relevant. In addition to this, emerging Local Plans will continue to be scrutinised for their conformity with the Joint Structure Plan.
- 1.14 The arrangements for monitoring have been incorporated into the contents of the Joint Structure Plan. A table has been included at the end of each Chapter setting out the indicators which will be used to identify the progress of the plan's policies and objectives. When selecting suitable indicators, 3 questions were asked:-
- What could the plan as a whole and its policies reasonably expect to influence?
  - What would be a suitable measure of the level of influence depending on the availability of source data? and
  - What indicators are already used locally, regionally and nationally which may be compatible?
- 1.15 With a long history of monitoring land use change, demographic change and economic change the Joint Structure Plan Authorities already collect and analyse most of the data necessary to inform the monitoring. However it is recognised that to successfully monitor some of the indicators it will be necessary to examine other sources of information. This will mean information sharing with other organisations such as the Environment Agency and where necessary the establishment of new monitoring systems. Those indicators which fall into this latter category have been highlighted in the tables.
- 1.16 Where indicators can be used as a reflection of more than one policy they have been cross-referenced. The headings below illustrate the structure of each table.

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>
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The objectives are listed below. They are referred to by number in the tables at the end of each chapter:

Structure Plan Objectives:

1. Increase accessibility
2. Reduce need to travel
3. Encourage alternatives to the car
4. Increase energy efficiency of development

5. Encourage use of renewable energy
6. Fostering biodiversity
7. Reduce pollution
8. Reduce waste
9. Conserve natural resources
10. Protect and improve the environment
11. Protect local distinctiveness
12. Consider environmental, social and economic needs together
13. Ensure access to a range and choice of homes jobs and services
14. Reduce poverty and deprivation
15. Promote balanced sustainable communities
16. Maximise use of existing infrastructure
17. Use previously developed land and buildings where appropriate
18. Promote mixed use development
19. Improve access from rural areas to main centres of provision
20. Maintain the Green Belt
21. Encourage inward investment
22. Support local businesses and community enterprise
23. Support the rural economy
24. Provide adequate and varied housing stock

- 1.17 It is intended that a baseline monitoring report will be published shortly after the adoption of the Structure Plan. This document will report on data collected for 1996 and 2001 and will include an assessment of progress against the Sustainability Appraisal which was carried out as part of the preparation of the Structure Plan. The baseline monitoring report will be followed in future years by an annual monitoring report. Resources, priorities and ownership of the data will affect the regularity with which data is updated. As a consequence, it will not be possible to report on changes to every indicator on an annual basis.
- 1.18 The indicators included in the tables are designed to measure the progress or achievement of each policy and are often referred to as “output indicators”. In addition there are background indicators which set the scene for the policy area such as the structure of the population and the state of the economy. These indicators are referred to as “contextual indicators” and although not set out in the Structure Plan they will be incorporated into the future Monitoring Reports.
- 1.19 After consideration it was determined not to include targets (apart from reference to national and regional targets) at this stage in the monitoring process. As many of the indicators have never been measured before there was no information basis on which to set local targets. Monitoring of the Structure Plan will be an evolving process as lessons are learned. As new information becomes available and the process becomes established it may become practicable to set local targets and to amend or expand the list of indicators. At present there remain a few policies where it was not possible to identify suitable indicators.

## Chapter 2

# description of the plan area and its regional context

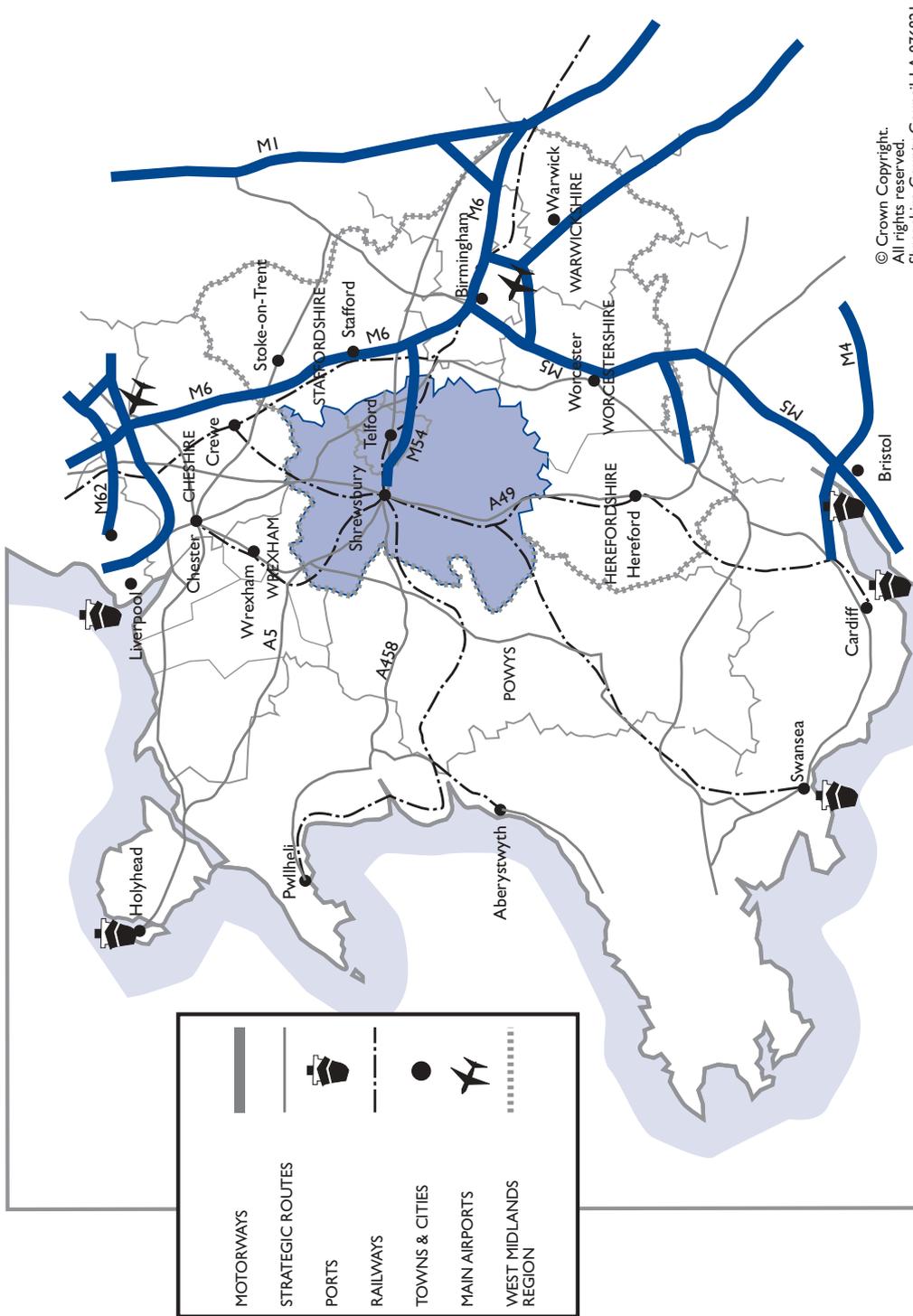
### REGIONAL SETTING

- 2.1 Shropshire and Telford & Wrekin are situated in the west of the West Midlands Region (Figure 1), bounded by Powys and Wrexham to the west, Cheshire to the north, Staffordshire to the east and Herefordshire and Worcestershire to the South.
- 2.2 The link to the national motorway system is provided by the M54 Telford - M6 motorway, while the various trunk roads passing through the Structure Plan area provide links with Wales, the North West, the Midlands and the South. The main public transport links with the rest of the country are provided by rail services and express coach services. The most important rail link is the Shrewsbury - Telford - Wolverhampton line which provides regular services to Birmingham and, via the inter-city network, to London. Other lines provide important services to Crewe, Chester, Cardiff, Swansea and Aberystwyth.
- 2.3 The nearest regional airports are at Manchester, Birmingham and Liverpool all of which are within two hours travelling time from Shrewsbury and Telford. The main facilities for private flying are at Sleaf, north of Shrewsbury, Wolverhampton Business Airport which is just over the county boundary in Staffordshire and the mid-Wales Airport at Welshpool in Powys.
- 2.4 Although there are no commercial navigable waterways in the Structure Plan area, the River Severn and the Shropshire Union Canal System are navigable in parts, though they are now almost entirely used for recreation. The nearest major port is at Liverpool.

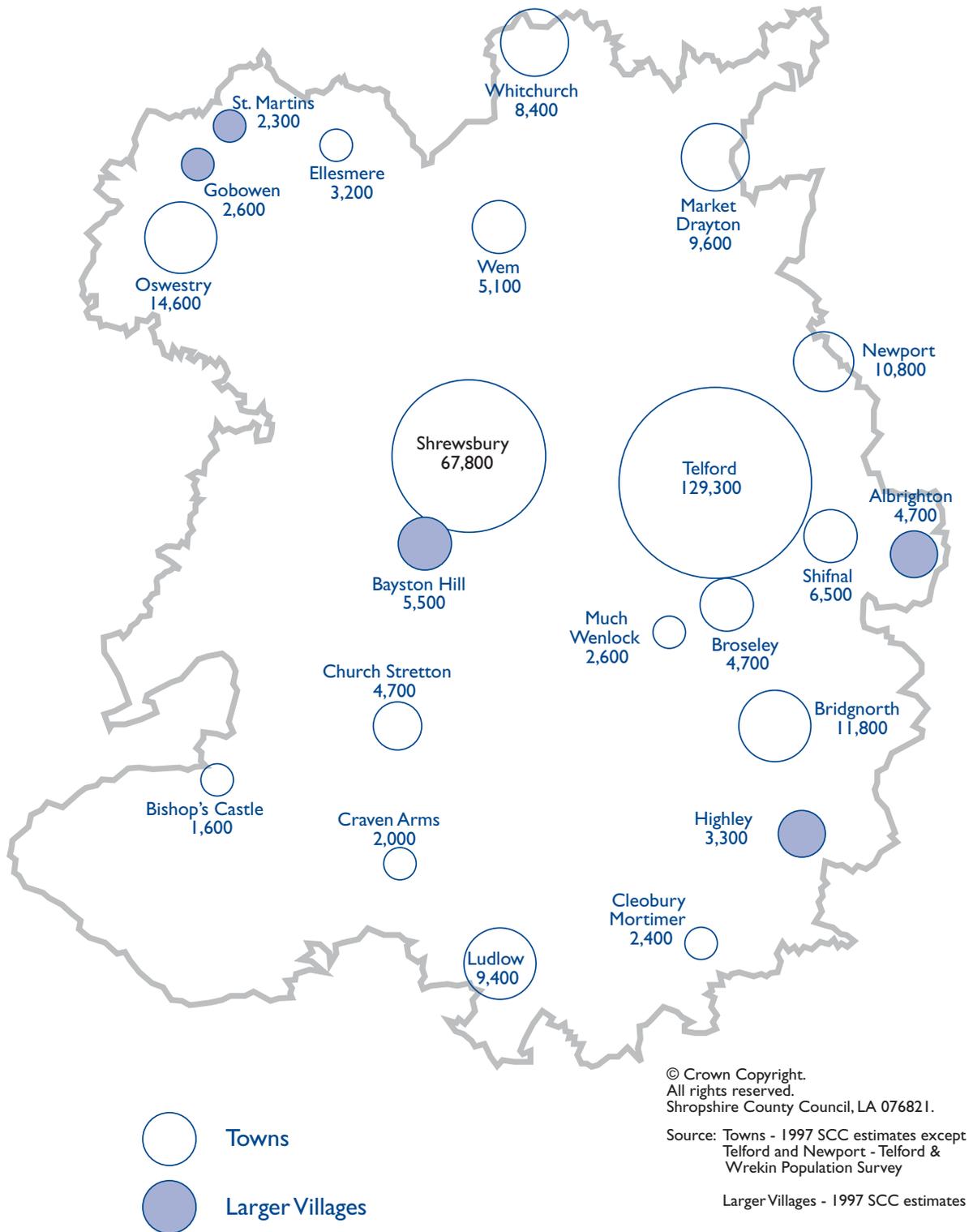
### SETTLEMENT STRUCTURE

- 2.5 In the Structure Plan area, Shrewsbury, the county town of Shropshire and Telford, the principal town of the Borough of Telford & Wrekin together are home to 45% of the population. The smaller market towns range in size from 1,600 to 14,600 and between them account for 24% of the population. There are nearly 600 villages and hamlets, many of which have less than 25 houses, although there are some five villages with populations of between 2,000 and 5,400.
- 2.6 In Shropshire, 45% of the population live in the rural area.
- 2.7 In Telford & Wrekin the rural area covers approximately a third of the area. It contains the market town of Newport and 42 villages. Some 12,500 people (8% of the total) live in the rural area.

**Figure 1**  
**regional setting**



**Figure 2**  
**towns and villages**



## **RURAL LAND USE**

- 2.8 Shropshire is a predominantly rural county and has the most varied landscape in the West Midlands. About one third of its 319,736 hectares are uplands, mostly to the south and west, the highest point being Brown Clee at 540 metres. 80,400 hectares of the south Shropshire hills are designated as an Area of Outstanding Natural Beauty and contain a variety of landscapes varying from arable farming to remote moorland and extensive woodlands. The north and east of the county are generally flat or gently undulating with many small woods and parklands. The northern plain has a distinctive range of small hills running across it and also contains many meres, pools and other wetlands
- 2.9 The landscape of Telford & Wrekin ranges from the steep wooded banks of the Severn Gorge in the south, through a central area of former coalfields now largely built over, but evidenced by distinctive regenerated pit mounds, to the flat Shropshire Plain, which is intensively farmed, but which also has areas of heathland and wetland features. The Wrekin together with The Ercall and Maddocks Hill provide a distinctive local landmark on the western edge of Telford. The Shropshire Hills AONB extends across the Severn Valley to encompass The Wrekin and The Ercall.
- 2.10 Figure 8 shows the main landscape types in the Plan area.
- 2.11 Agriculture is the predominant land use in both Shropshire and the rural parts of Telford & Wrekin, amounting to 81% of the total land area. About one third of the agricultural area is arable, while dairy holdings are mainly concentrated in the north and north west with livestock breeding and rearing in the south and south west.
- 2.12 There are some 28,000 hectares of woodland in the Structure Plan area, covering 8% of the land area compared to an average of 7% for England.
- 2.13 The main minerals worked are aggregates (sand, gravel and crushed rock), which represent the majority of workings; coal, fireclay and brickclay, are worked mainly in Telford & Wrekin. Mineral working areas tend to coincide with the more attractive areas of countryside such as Wenlock Edge and the hills to the west of Oswestry, emphasising the need to reconcile the needs of conservation and commercial interests.

## **TRANSPORT**

- 2.14 The main transport routes are shown in figure 3. The roads shown are the primary roads, of which there are 540 km, including the M54. The A5 trunk road is one of the most important routes linking Oswestry, Shrewsbury and Telford to the M54 and the rest of the motorway network. The A49 runs north-south through Shropshire and is an important link between Shrewsbury and Ludlow to the south, and Whitchurch to the north. It forms a strategic link to Cheshire, Merseyside and the north-west and to Hereford and South Wales. The A458 links Shrewsbury with Welshpool and mid-Wales and with Kidderminster and Birmingham via Much Wenlock and Bridgnorth. The A53 is a strategic route between Shrewsbury, Market Drayton and The Potteries.



- 2.15 The Plan Area is fortunate in still having an extensive rail network which has spare capacity, with Shrewsbury at its hub and extending northwards to Chester and Crewe, eastwards to Wolverhampton via Telford, westwards to Aberystwyth and southwards to South Wales on two routes. The Shrewsbury-Telford-Wolverhampton route is seen as the most important of these rail links, since it is the most heavily used for passenger traffic, providing the main link to the inter-city network. This is also the most heavily used route for locally generated freight, although the Crewe-Cardiff line also carries freight traffic. The towns of Wem, Whitchurch, Shifnal, Craven Arms and Ludlow together with the villages of Gobowen, Prees, Yorton, Church Stretton, Bucknell, Hopton Heath, Broome, Albrighton and Cosford; all have railway stations. Telford is served by three stations – Wellington, Telford Central and Oakengates. These stations also serve a wider rural area.
- 2.16 All the main settlements are connected by regular and frequent daily bus services. Shrewsbury and Telford have extensive local bus networks. Bus services also operate in the larger market towns. There is an extensive network of footpaths, bridleways and an extending system of cycleways.

## **THE ECONOMY AND LABOUR MARKET**

- 2.17 At the start of this Joint Structure Plan period in 1996 there were approximately 119,800 jobs in Shropshire for an estimated resident labour force of 135,200. In the Borough of Telford & Wrekin there were approximately 79,000 jobs for a resident labour force of 73,600. Some of these jobs are held by people living outside the Joint Structure Plan area and many people who live in the area work elsewhere. By 2001, there were an estimated 129,800 jobs for an estimated resident labour force of an estimated 138,200 in Shropshire, while in the Borough of Telford & Wrekin, there were 83,700 jobs for an estimated resident labour force of 78,100.
- 2.18 In 2001 in the Borough of Telford & Wrekin 30% of employee jobs were in production and construction and 69% in services; 1% were in agriculture, forestry and fishing.
- 2.19 In Shropshire, 77% of employee jobs were in the service sector; production and construction accounts for 20% and agriculture, forestry and fishing for 3%.
- 2.20 Regionally, 74% of employee jobs were in services, 25% in production and construction and 1% in agriculture, forestry and fishing.
- 2.21 In 1991 20,750 residents commuted out of Shropshire and Telford & Wrekin to work and 13,240 people from outside the Joint Structure Plan area commuted in to work. This gave a net out-commuting figure of 7,510. New data will not be available until the results of the 2001 Census become available, but it is assumed that considerable changes have taken place during the 1990's.

## Unemployment

- 2.22 In January 2003, there were 2,599 people unemployed in Shropshire of which 1,920 were men and 679 were women. In the Borough of Telford & Wrekin 2,190 people were out of work of which 1,610 were men and 580 were women. Compared to the national and regional situation, unemployment in the Structure Plan area is relatively low. In Shropshire the unemployment rate is 1.5% and in the Borough of Telford & Wrekin 2.2% compared with 3.1% in the West Midlands and 2.7% In Great Britain.
- 2.23 In January 1996 (the start of this Joint Structure Plan period), there were 6,928 people out of work in Shropshire, of which 5,119 were men and 1,809 were women. In the Borough of Telford & Wrekin there were 4,125 unemployed, of which 3,134 were men and 991 were women. During the seven year period, 1996 to 2003, unemployment in Shropshire fell by 4,329 in total and in Telford & Wrekin by 1,935. This decline in unemployment in the Structure Plan area has followed the national and regional position, although the decline in the Borough of Telford & Wrekin has been at a lower rate.

## REGIONAL PLANNING CONTEXT

- 2.24 The future of Shropshire and Telford & Wrekin is closely linked with that of the West Midlands Region. Regional Planning Guidance for the West Midlands (RPG11) issued in April 1998 provides the framework for this Structure Plan. The main points of that Guidance are:
- accommodating 48,000 dwellings between 1991 and 2011 (a balance of 36,600 1996-2011) within Shropshire and Telford & Wrekin;
  - maximising economic potential within a sustainable pattern of development;
  - promoting Telford as the regional growth point as part of the strategy of encouraging development in the north and west of the region;
  - locating most growth in towns, achieving a balance between population and employment thus improving accessibility and minimising the need to travel;
  - locating mainly job-led development in Telford;
  - assessing the scope for development in transport corridors;
  - accommodating locally generated needs and the reducing demand of migrants from the metropolitan area having regard to the need to minimise commuting;
  - concentrating most growth in the rural west in the market towns;
  - Limiting rural development to that necessary to sustain local services and employment while securing regeneration of the rural economy;
  - supporting urban and rural regeneration;
  - maximising the use of previously used sites in urban areas and releasing greenfield sites only where there is no alternative;

- promoting a healthy rural economy;
- ensuring vital and viable town centres;
- locating development at locations highly accessible by public transport;
- encouraging mixed-use;
- conserving natural resources;
- maintaining and enhancing the environment;
- conserving minerals as far as possible whilst ensuring an adequate supply;
- encouraging the minimisation of waste, recycling of materials and recovery of energy;

2.25 This Guidance is being updated through a thorough review carried out by the West Midlands Local Government Association. Draft revisions were published in November 2001, the Public Enquiry was held during June and July 2002 and the Secretary of State is expected to issue revised Guidance in 2003.

# part 2

## THE STRUCTURE PLAN STRATEGY

- 3.1 This section sets out the general strategy and principles governing the scale and location of development, protection of the environment and the specific requirements to be met through the Local Plans.
- 3.2 The Joint Structure Plan is built firmly on the principles of sustainable development and seeks to weave sustainability into the fabric of everyday life, including economic, social, and environmental issues. It is fortunate that in Shropshire and the Borough of Telford & Wrekin the environment is already of exceptional quality, and is one of our greatest assets. The task of the Structure Plan is to lay down a framework which enhances and protects this asset, while ensuring that the current and future needs of the people of Shropshire and Telford & Wrekin can be met. At times this will involve difficult decisions, for example, minimising the need to travel will mean concentrating new development in towns and larger villages where homes, jobs, services and infrastructure can be provided to create more balanced communities. This will mean that only limited growth will be allowed in the smaller villages and rural areas. On the other hand, developing and managing the environment sensitively and appropriately will mean that the Plan Area retains its attraction to potential employers and provides a base for the tourist industry, as well as remaining a special place for its population to enjoy.

### Charter 3

## objectives

- 3.3 The Structure Plan area is as socially and economically diverse as its geography. Telford and Shrewsbury dominate in terms of economy and population, and face issues of continuing economic and population growth stemming from in-migration of people and jobs. The remoter rural areas face issues of a more fragile economy and sparsity. The challenge facing the Joint Structure Plan is to support the regional growth centre of Telford and the county town of Shrewsbury, while maintaining the viability of rural communities and the market towns. These needs will have to be met while achieving a more environmentally sustainable way of life.
- 3.4 Four objectives underpin the Joint Structure Plan strategy:
- conserving resources
  - improving the quality of life
  - achieving sustainable development patterns
  - fostering a prosperous economy within a sustainable framework

These are elaborated below.

## **CONSERVING RESOURCES**

- 3.5 The Joint Structure Plan will contribute to conserving resources by:
- increasing accessibility whilst reducing the need to travel
  - encouraging the use of alternatives to the private car
  - advocating the increased energy efficiency of development
  - encouraging the use of renewable energy
  - fostering biodiversity
  - reducing pollution
  - reducing waste
  - conserving natural resources
- 3.6 Transport is a major source of carbon dioxide and controls on transport will also achieve reductions in other pollutants. Opportunities will be taken to reduce the growth in levels of motorised traffic by concentrating development growth in towns and larger villages where a good quality public transport service can be provided, and by encouraging more people to walk and cycle on shorter journeys. The greater use of railways for both passengers and freight will be promoted to maximise the potential benefits of the area's extensive railway network. In parts of Shropshire, because of its rural character and sparsity, the car will remain the main means of transport.
- 3.7 During the Plan period, the authorities, in partnership with others will explore ways in which services can be taken to the people who need them, but who have difficulty in travelling to main centres of provision. The role of information technology in meeting needs in rural areas will also be promoted to tackle the twin problems of remoteness and the need to travel. The adverse effects of transport and development on the environment will be minimised by advocating appropriate safeguards against pollution of air, water and soil.
- 3.8 Developments will be encouraged to become more energy efficient by adopting the latest construction methods and materials, and by using site layouts and orientation to achieve the maximum benefits from solar radiation. Renewable energy will be encouraged where it does no harm to the character and special interests of the area, or the amenity of local residents.
- 3.9 The overall populations and natural ranges of native species and the quality and diversity of wildlife habitats will be protected and improved in accordance with the objectives of the Telford & Wrekin and Shropshire Biodiversity Action Plans.
- 3.10 An estimated 1.6 million tonnes of waste is produced each year in Shropshire and Telford & Wrekin, most of it from industry and commerce. Some 33% of this is recycled, 18% is treated and the remaining 49% is landfilled. Suitable landfill sites are becoming scarce, requiring a move away from traditional disposal methods towards sustainable alternatives based on the hierarchy of reduce, reuse, recover(recycling, composting, energy), disposal.

- 3.11 Mineral resources will be managed to ensure an adequate supply while protecting special areas. The effective use of materials will be promoted to reduce the quantities of waste. New uses for waste material will be encouraged as a sustainable way of recycling waste.

### **IMPROVING THE QUALITY OF LIFE**

- 3.12 The Joint Structure Plan will to seek to improve the quality of life by:
- protecting and improving the environment of Shropshire and Telford & Wrekin
  - protecting local distinctiveness, including world class cultural assets in the built environment
  - considering environmental, economic and social needs together within a framework of sustainable development
  - ensuring access to a range and choice of homes, jobs, services and facilities
  - seeking to reduce levels of poverty and deprivation through regeneration
- 3.13 The environmental quality of Shropshire and Telford & Wrekin is one of the greatest assets of the area. Care for the nationally important Shropshire Hills Area of Outstanding Natural Beauty will be given priority. Elsewhere the countryside will be cared for by protecting and enhancing the special characteristics of the landscape its tranquillity and its biodiversity. The many fine historic and architecturally important buildings, will be protected from inappropriate development. The World Heritage Site at Ironbridge will receive very special consideration in terms of protection and management.
- 3.14 Quality of life stems not only from the physical environment but also from the social and economic conditions. Access to homes, jobs and services will be improved by concentrating development where there are the best opportunities to access a range and choice of homes, a variety of job opportunities and a range of services and facilities, together with improvements to public transport. The changing nature of agriculture will affect employment opportunities in the rural area, requiring new and alternative employment. Market towns will be supported in their role as service and employment centres for the rural area. They will be an important factor in delivering rural regeneration.

### **ACHIEVING SUSTAINABLE DEVELOPMENT PATTERNS**

- 3.15 The Joint Structure Plan will achieve a sustainable pattern of development by:
- promoting sustainable communities which have a broad balance of homes, jobs, services and facilities appropriate to the particular settlement
  - maximising use of existing infrastructure
  - using previously developed land and buildings in preference to greenfield sites wherever possible and appropriate
  - promoting mixed use development

- improving access from the rural area to the main centres of provision rather than encouraging a dispersed pattern of development
  - maintaining the Green Belt
- 3.16 Sustainable development meets the needs of people for homes, jobs and services whilst ensuring that any adverse effects of development on the environment are minimised and every opportunity is taken to conserve natural resources and biodiversity.
- 3.17 It is not sustainable to spread development too thinly because this increases commuting and travel in general. Development should be located to support viable communities which have services and facilities.
- 3.18 The Plan provides the framework to enable towns to become more dynamic, attractive and competitive places, since their vitality and viability is a key to their continued effective functioning, both for their own sakes and as employment and service centres for the surrounding rural area. To make this strategy work, it must be complemented by improved accessibility between the rural area and the towns and large villages.
- 3.19 Outside Shrewsbury and Telford there are few opportunities to use previously used sites. In order to make the best use of previously used land, derelict land will be restored to viable uses and future contamination and dereliction will be avoided. Previously used land and buildings will be used where appropriate in preference to new green field sites. Development of previously used sites may not always be the best option, for example where it provides important open space, because of contamination or the importance of the site for wildlife or its historic significance.
- 3.20 Mixed use development in towns will be encouraged where it contributes towards improving vitality and viability of centres, reducing the need to travel, fostering social inclusion and improving safety and security. Such developments also have the potential to utilise small scale shared heating schemes.

### **FOSTERING A PROPEROUS ECONOMY**

- 3.21 The Joint Structure Plan will foster a prosperous economy within a pattern of sustainable development by:
- encouraging inward investment
  - supporting local businesses and community enterprise
  - supporting the rural economy
  - providing an adequate and varied housing stock
- 3.22 Telford plays a key role in the local and regional economy. The success of Telford's economy has created employment opportunities within other parts of Shropshire, but has led to significant levels of in-commuting. Whilst the interdependence between Telford and the rest of Shropshire and the West Midlands region is likely to remain as Telford's economy and social infrastructure expand, housing will be kept in balance with jobs growth in Telford.

- 3.23 The Plan aims to achieve a diverse and dynamic business base by creating the best conditions for economic growth. This means helping to improve the performance of existing firms and supporting the development of new up and coming sectors. Work and access to work are the key to tackling poverty and extending opportunities. Therefore, transport and communications, including information technology, are a crucial part of a sound local economy.
- 3.24 The quality of the environment is an important factor in retaining and attracting employers and the necessary labour force. Policies designed to conserve the high quality environment of the Plan area therefore complement the economic and social goals.
- 3.25 Towns are generally speaking the powerhouses of the economy. They are the main providers of employment for people who live in them as well as for people in the surrounding rural area. The economic well-being of the towns will be supported through this Plan and other initiatives
- 3.26 The towns and surrounding rural areas have a traditional inter-dependence which is recognised and which is an important plank in the strategies and initiatives to regenerate the market towns and diversify the rural economy. To complement this, accessibility from the rural area to the towns will be improved.
- 3.27 The Structure Plan supports the maintenance of a thriving rural economy with vibrant communities. The diversification of the rural economy and regeneration of the rural area are important elements in achieving this. Providing for most employment growth in Shrewsbury, Telford and the market towns, which have a range of job opportunities and good accessibility from the surrounding area, is the most suitable way to assist rural regeneration.
- 3.28 Whilst providing the right number of jobs is important, so is the type and quality of jobs. Efforts will be made to improve and widen the choice in order to raise the current generally low wages in the Structure Plan area.
- 3.29 Improvements to the telecommunications network will be encouraged to facilitate business. This is especially important in the rural area to overcome any disadvantages arising from remoteness.
- 3.30 A portfolio of sites in the Borough of Telford & Wrekin and each Shropshire District will be developed to provide sites of a range and size and quality to suit varying needs of business. Retention and viability of existing business can be helped by ensuring an adequate and properly trained workforce is readily available. This also requires a range of housing to create a better balance between homes and jobs.



**Charter 4****settlement strategy and the location of development****INTRODUCTION**

- 4.1 Moving towards a more sustainable pattern of development has implications for the location of development. The proposed spatial strategy aims to locate the majority of homes and workplaces in towns and villages where there are facilities and jobs and public transport links between them. This will support sustainable locations and reduce the need to travel.
- 4.2 To meet sustainable development objectives the development potential of urban areas will need to be maximised having regard to their environmental capacity. Preference will be given to the use of previously developed land.
- 4.3 Provision is made for 36,600 new dwellings, in the Plan period some 18,000 of which are needed to meet demand arising from natural change in the population. This will meet the requirement for Shropshire and the Borough of Telford & Wrekin set out in current RPG 11.

**PI SPATIAL STRATEGY**

MOST DEVELOPMENT SHALL TAKE PLACE IN OR ON THE EDGE OF THE PRINCIPAL GROWTH CENTRES OF TELFORD AND SHREWSBURY.

OUTSIDE TELFORD AND SHREWSBURY, APPROPRIATE HOUSING AND EMPLOYMENT DEVELOPMENT SHOULD BE LOCATED IN OR ON THE EDGE OF THE MARKET TOWNS AND OTHER SETTLEMENTS WHICH HAVE GOOD ACCESSIBILITY, SERVICES AND FACILITIES.

TOGETHER THESE TOWNS AND OTHER SETTLEMENTS WILL BE THE MAIN SEATS OF GROWTH, MEETING THEIR OWN NEEDS AND PROVIDING JOBS AND SERVICES FOR THE RURAL AREA.

THE SCALE OF DEVELOPMENT ALLOCATED TO TOWNS AND OTHER SETTLEMENTS WILL TAKE INTO ACCOUNT THEIR SIZE, THEIR ROLE AS EMPLOYMENT AND /OR SERVICE CENTRES, THE SCOPE FOR DEVELOPMENT TO SUPPORT A RANGE OF SERVICES AND FACILITIES, THE SCOPE FOR ACCESS BY SUSTAINABLE TRANSPORT MODES AND THE EFFECT ON THE ENVIRONMENT.

- 4.4 This policy sets the strategic framework for the location of new development. Shrewsbury is the County Town and sits at the heart of the road and rail network within the County. Telford is identified in Regional Planning Guidance as a regional growth point.

Both towns are located along the principal west – east public transport axis linking Shropshire with Wales and the West Midlands Conurbation. The road/rail corridor from Shrewsbury via Telford to Birmingham is the principal strategic corridor within which most development in the Structure Plan area will be concentrated. Within this corridor most development will take place in or on the edge of the principal growth centres of Telford and Shrewsbury.

- 4.5 Outside of Shrewsbury and Telford the market towns will accommodate most of the remaining development growth. Market towns are linked one to another and with Shrewsbury and Telford by public transport routes and offer the potential for the growth in public transport usage. However, preference should be given to larger towns which are more capable of sustainable growth and which will reduce the need to commute. They will provide a focus for rural regeneration and local plan policies should seek to reinforce their employment and service base. Housing growth should be planned and phased to support the growth in jobs and to maintain the viability of services and facilities.
- 4.6 An appropriate scale of development will be allowed in certain villages. The District Councils' Local Plans will identify market towns and villages where development is to take place and the appropriate scales of development in accordance with Policy 2.

## **P2 LOCATION OF DEVELOPMENT**

LOCAL PLANS SHALL BE DRAWN UP TO IMPLEMENT THE ESSENTIAL SPATIAL STRATEGY IDENTIFIED IN POLICY 1. THEY SHALL IDENTIFY APPROPRIATE SETTLEMENTS FOR DEVELOPMENT, HAVING REGARD TO THE FOLLOWING CRITERIA:

1. AN ASSESSMENT OF THE VOLUME OF PREVIOUSLY USED LAND AND BUILDINGS TO BE MADE AVAILABLE THROUGH RECYCLING IN THE COURSE OF URBAN REGENERATION AND A PREFERENCE FOR THE USE OF SUCH LAND AND BUILDINGS;
2. IMPACT ON THE ENVIRONMENT AND THE NEED TO PROTECT OR ENHANCE CHARACTER, SETTING AND WILDLIFE;
3. THE AVAILABILITY OF GOOD PUBLIC TRANSPORT (OR POTENTIAL FOR ITS ENHANCEMENT);
4. THE SIZE OF THE SETTLEMENT;
5. THE ROLE OF THE SETTLEMENT AS A CENTRE FOR EMPLOYMENT;
6. THE SETTLEMENT'S POTENTIAL TO SUPPORT A RANGE OF SERVICES AND OPPORTUNITY TO CREATE MORE VIBRANT CENTRES AND MIXED USE AREAS;
7. THE POTENTIAL FOR FOSTERING MORE SUSTAINABLE COMMUNITIES;
8. REGENERATION OF THE LOCAL ECONOMY, SERVICES AND INFRASTRUCTURE.

- 4.7 Local Plans will identify precise locations for development. This policy is aimed at establishing a unified approach to the selection of sites, whether they are in towns or villages. This will help ensure weight is given to previously used land and buildings and the role they can play in identifying new locations for development. Most growth should be concentrated in the larger settlements which can provide a focus for rural regeneration and particularly the towns of Oswestry, Whitchurch, Market Drayton, Bridgnorth, Ludlow and Craven Arms. These are important centres of population, employment and services and offer more opportunities to develop previously used land and buildings and to improve sustainable travel patterns. Housing growth should be phased to support the growth in jobs and to maintain the viability of services and facilities. This policy will also be used to evaluate planning applications for sites in locations that are not identified on any plan or strategy.
- 4.8 Local Plans must take into account the size and number of sites in relation to the size of town or village, and hence the impact on character and setting. The extent to which the development will support or enhance facilities and services should be carefully considered and balanced. Local Plans will be expected to evaluate the benefits of various sites brought forward in relation to the constraints and opportunities identified in this policy. Their role as employment and service centres and access by sustainable transport modes are important considerations. Locations should not be chosen which will result in increased commuting, especially by private car.
- 4.9 The scale of growth should support the long term viability and vitality of settlements and will contribute to a better balance between homes, jobs and services, the development of sustainable communities and rural regeneration.
- 4.10 Because development should help secure more sustainable communities by supporting services and facilities, housing development will not normally be permitted in villages which do not have services and facilities. In some cases a cluster of villages may between them provide an adequate range of services.
- 4.11 Local plans must base their allocations on a realistic evaluation of the volume of previously used land and buildings available and – bearing in mind other criteria - prioritise such sites and buildings when allocating land in local plans.

### **P3 PREVIOUSLY USED LAND AND BUILDINGS**

LOCAL PLAN POLICIES AND PROPOSALS SHOULD EVALUATE PREVIOUSLY USED BUILDINGS AND SITES WITHIN OR ON THE EDGE OF SETTLEMENTS TO DETERMINE THEIR MOST APPROPRIATE USE HAVING REGARD TO:

- POSSIBLE CONTAMINATION AND THE NEED FOR REMEDIATION;
- THE NEED FOR OPEN SPACE, INCLUDING THAT FOR SPORT AND RECREATION;
- THE BIODIVERSITY AND HERITAGE VALUE OF THE SITE;
- ITS POTENTIAL FOR DEVELOPMENT.

LOCAL AUTHORITIES SHALL MAKE PROVISION TO MAINTAIN AND IMPROVE

THE PROPORTION OF DWELLINGS DEVELOPED ON PREVIOUSLY USED LAND WITH THE AIM OF ACHIEVING BY 2008 AN ANNUAL RATE OF 50% OF NEW HOUSE BUILDING ON PREVIOUSLY DEVELOPED LAND AND THROUGH CONVERSION OF EXISTING BUILDINGS.

- 4.12 Previously used land and buildings can play an important part in providing development sites and their contribution to the overall land supply should be assessed through the preparation of Local Plans. The policy aims to give priority to re-using previously used land and buildings in urban areas, in preference to the use of green field sites. Sites must be within or on the edge of existing settlements and in locations which are accessible by public transport. Local plans should aim to at least maintain or improve past rates of housing development on previously used land with a provisional target of 50% by 2008. This provisional target will need to be reviewed to take account of results arising from urban capacity studies.
- 4.13 The scale of development should be related to the role and function of the settlement within which it is located. Thus large scale development on previously used sites which would be out of character with the settlement may not always be appropriate. Not all previously used land will be suitable for development, for example its value as open space or wildlife habitat will need to be balanced against the need for development in that location. Care must be taken to ensure that where contamination exists, groundwater resources are not put to unacceptable risk by the remobilisation of contaminants. Greenfield sites should only be considered where it can be clearly demonstrated by a sequential test that a previously used site is not appropriate.

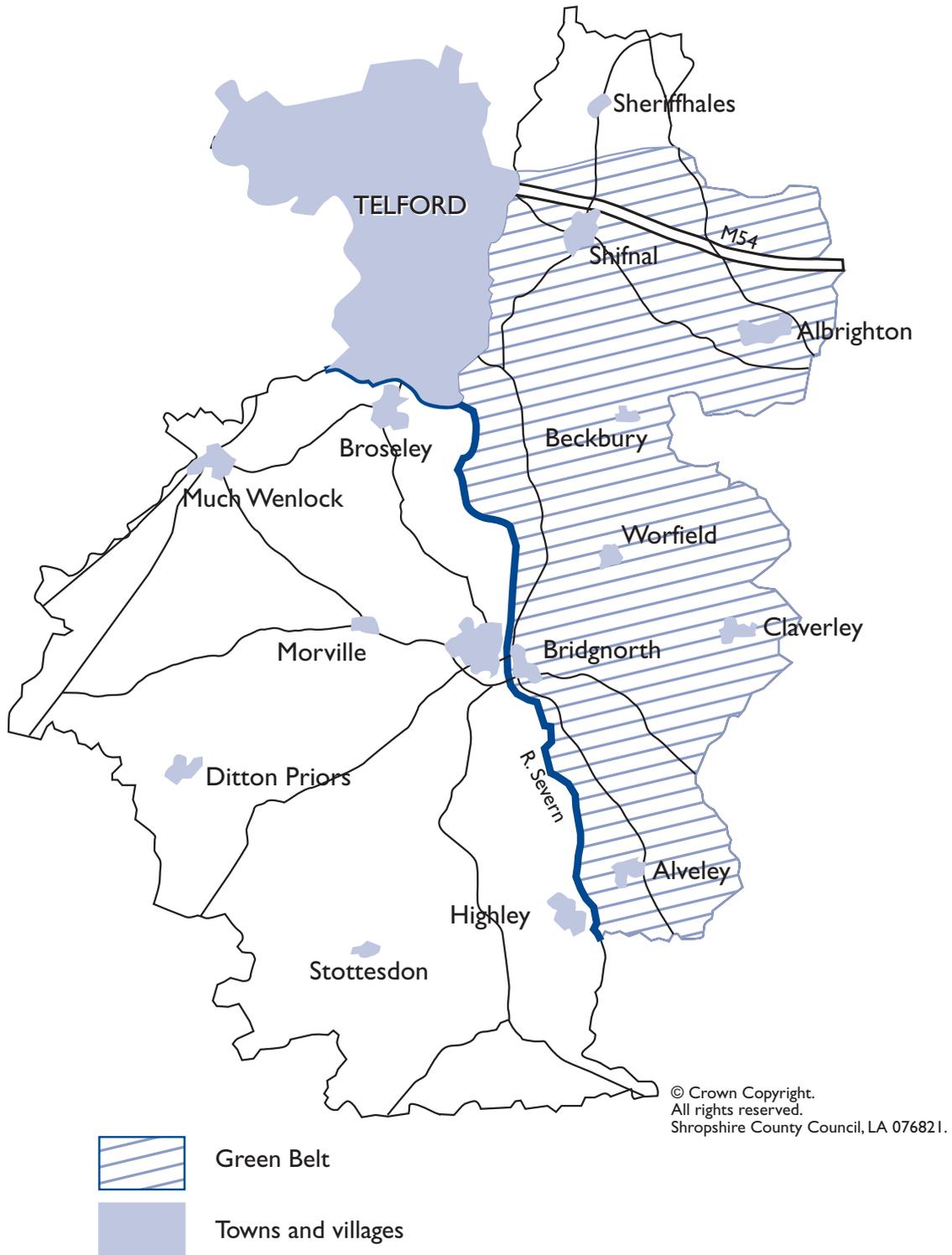
#### **P4. GREEN BELT**

THERE WILL BE A GREEN BELT IN PARTS OF EAST SHROPSHIRE ADJACENT TO STAFFORDSHIRE AND WORCESTERSHIRE AND BROADLY EXTENDING TO THE A5 IN THE NORTH, THE BRIDGNORTH DISTRICT BOUNDARY ADJOINING TELFORD, AND THE RIVER SEVERN AND BRIDGNORTH TOWN IN THE WEST. THE GENERAL LOCATION OF THE GREEN BELT IS INDICATED ON THE KEY DIAGRAM.

THE DEFINITION OF THE BOUNDARIES OF THE GREEN BELT AROUND SHIFNAL AND ALBRIGHTON SHALL BE REVIEWED AND COMPLETED IN ACCORDANCE WITH THE CRITERIA SET OUT IN PPG2 AS PART OF THE REVIEW OF THE BRIDGNORTH LOCAL PLAN. THE BOUNDARIES OF THE GREEN BELT SO ESTABLISHED SHOULD BE PROTECTED OVER THE LONG TERM.

WITHIN THE GREEN BELT THERE WILL BE A GENERAL PRESUMPTION AGAINST INAPPROPRIATE DEVELOPMENT WHICH WOULD BE HARMFUL TO THE GREEN BELT.

**Figure 4**  
**green belt**



- 4.14 Part of the West Midlands Greenbelt extends into Bridgnorth District. It has a particularly important role in controlling development to the benefit of urban regeneration in the conurbation and Telford and in maintaining the open rural character of the area and preventing the coalescence of towns.
- 4.15 The development strategy (Policy 1) accommodates development needs in the most sustainable way and in accordance with Regional Planning Guidance. Thus, there is no strategic justification to locate anything other than very minor developments allowed for in PPG2 within the Green Belt.
- 4.16 The expansion of Shifnal and Albrighton is not envisaged in this Plan, other than to meet modest levels of growth in accordance with the criteria set out in Policy 2. The current review of the Bridgnorth District Local Plan will provide an opportunity to establish the development requirements of Shifnal and Albrighton for the next several years. This will need to take account of the size and function of the settlements as well as their character and setting. Any minor redefinition of the Green Belt boundaries at Shifnal and Albrighton which may be identified through the Local Plan review, will take account of the guidance given in PPG2.

## **P5 DEVELOPMENT OUTSIDE SETTLEMENTS**

OUTSIDE THE PRINCIPAL GROWTH CENTRES AND SETTLEMENTS IDENTIFIED IN LOCAL PLANS AS SUITABLE FOR DEVELOPMENT, DEVELOPMENT SHALL BE LIMITED TO:

- ESSENTIAL HOUSING FOR AGRICULTURAL AND FORESTRY WORKERS;
- THE WINNING AND WORKING OF MINERALS;
- REPLACEMENT DWELLINGS;
- APPROPRIATE SMALL SCALE EMPLOYMENT USES;
- APPROPRIATE DEVELOPMENT USES RELATED TO FARM DIVERSIFICATION;
- DEVELOPMENTS FOR TOURISM AND RECREATION.

THIS POLICY SHOULD BE READ IN CONJUNCTION WITH POLICY P18 "CONVERSION OF BUILDINGS".

- 4.17 Preservation of the character, quality and tranquillity of Shropshire's landscape will be achieved by concentrating development within specific towns and settlements. Consequently development should be permitted outside settlements only in exceptional circumstances. These exceptional circumstances relate to development that is essential to be located outside of a settlement. Development sites or criteria for permitting tourism and recreation or small scale employment use should be identified through local plans and should demonstrate clearly that a location outside a settlement is necessary.

**Figure 5**

## **districts**



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## **TELFORD & WREKIN: SETTLEMENT STRATEGY**

### **Telford**

- 4.18 Telford lies to the west of the West Midlands conurbation and is fifteen miles from Shrewsbury and twenty miles from Wolverhampton, and has good road and rail communications. It stretches ten miles from north to south and is about three miles at its broadest. To the south is an undulating plateau culminating in the deeply cut Severn Gorge. This area was in the forefront of the Industrial Revolution, and is recognised internationally in its World Heritage Site status. The north of the town drains towards the Shropshire Plain.
- 4.19 In 1968 Telford was designated as a New Town. This was the basis for the reclamation and utilisation of large areas of derelict land caused by mining and industrial activities. In the early years of the Development Corporation, Telford was a focus for migration from the West Midlands conurbation. Its migrant population is now more varied as the town becomes more stable and more characteristic of a town its size. Total population is now some 130,000.
- 4.20 One of Telford's most important assets is its landscaping and open land. The basic structure was established by the Development Corporation, and has been taken up and established by the Council as a Green Network through the Wrekin Local Plan 1995-2006.
- 4.21 The Development Corporation was wound up in 1991 and much of the town's developable land now resides with English Partnerships. This land is generally well serviced and free from physical constraint, with the benefit of a New Towns permission for development. It is in sufficient quantity to allow for envisaged growth.
- 4.22 Over the structure plan period Telford will maintain its regional role providing the main focus for continued inward investment and employment expansion in the sub-region, allowing the process of town building to continue. It is anticipated that its employment base will continue to show above average growth before tapering towards the regional norm by the end of the Plan period. It is proposed to sustain this growth by increasing the support population and housing provision for Telford. The strategy also seeks a better balance between houses and jobs to reduce the level of in-commuting.

### **Newport**

- 4.23 Newport is fourteen miles to the north east of Telford and has good road communications with Telford, Stafford, Wolverhampton and the north west, but is not served by rail. It has a population of over 10,000 with major expansion occurring since the 1960's. Much of this housing provides accommodation for people commuting to Telford, Shrewsbury, Wolverhampton and the West Midlands and Stafford. Two bypasses have largely removed through traffic from the historic town centre which is a Conservation Area. A length of the Newport branch of the Shropshire Union Canal is an important feature in the town.

- 4.24 The existing topography of Newport means that the town is surrounded by higher land on all sides. This contributes to its character but means that care is needed to protect its setting, so there is unlikely to be scope for major expansion of the town. Drainage constraints also mitigate against substantial extra development. The Borough of Telford & Wrekin Local Plan will determine the precise level of development appropriate for Newport.

## **RURAL AREA**

- 4.25 The rural area of the Borough of Telford & Wrekin has a rich variety of villages each with their own character and potential. Any development should be largely for local housing and employment needs, and the local plan will need to carefully assess development opportunities within the context of policies in the Joint Structure Plan.

## **P6 HOUSING DEVELOPMENT IN TELFORD & WREKIN**

THE BOROUGH TELFORD & WREKIN LOCAL PLAN SHALL SECURE THE PROVISION OF SUFFICIENT LAND AND BUILDINGS, MAKING ALLOWANCE FOR WINDFALLS (AS DEFINED IN PPG3) AND CONVERSIONS OF BUILDINGS, TO MEET THE ANNUAL STRATEGIC TARGET OF 1180 DWELLINGS IN THE PERIOD 1996-2011.

THE ALLOCATION SHALL TAKE ACCOUNT OF POLICY P2.

THE HOUSING ALLOCATIONS SHOWN ON THE PROPOSALS MAP OF THE LOCAL PLAN SHALL BE PHASED AND SUFFICIENT SITES, HAVING MADE THE ALLOWANCE FOR WINDFALLS AND CONVERSIONS OF BUILDINGS, SHALL BE SHOWN IN THE EARLY PHASE OR PHASES TO ACCOMMODATE AT LEAST THE HOUSING REQUIREMENTS FOR THE FIRST FIVE YEARS. THE PHASING SHOULD TAKE INTO ACCOUNT:

- THE NEED TO ACHIEVE TARGETS FOR AFFORDABLE HOMES;
- THE NEED TO PROMOTE A RANGE AND CHOICE OF HOUSE TYPES;
- INFRASTRUCTURE LIMITATIONS;
- DEVELOPMENT PRESSURE IN ENVIRONMENTALLY SENSITIVE AREAS;
- THE AVAILABILITY OF PREVIOUSLY USED LAND AND BUILDINGS WITHIN EXISTING URBAN AREAS;
- THE ACCESSIBILITY OF SITES BY PUBLIC TRANSPORT; AND
- THE NEED TO MAXIMISE DENSITIES WITHIN SETTLEMENTS.

SITE ALLOCATIONS SHOULD BE REVIEWED AND UPDATED AS THE LOCAL PLAN IS REVIEWED AND ROLLED FORWARD WHICH SHOULD BE AT LEAST EVERY FIVE YEARS.

- 4.26 Regional Planning Guidance requires Shropshire and Telford & Wrekin to accommodate 48,000 dwellings between 1991 and 2011, leaving a balance of 36,600 over the plan period 1996 to 2011. The Joint Structure Plan proposes 17,700 new dwellings for Telford & Wrekin. Together with the proposed provision in the rest of Shropshire, this total will enable the regional housing requirement to be met and the overall strategic framework of Regional Planning Guidance to be addressed.
- 4.27 The policy provides for an annualised figure of 1,180 dwellings. This approach will allow appropriate phasing as set out in Government guidance, and aid systematic monitoring and review.
- 4.28 When applied to land allocations and phasing in the local plan, the criteria outlined in the policy will support the growth of sustainable settlements and reduce the need to travel. The efficacy of the land allocation and phasing process will be maximised by the roll forward of the local plan at least every five years.

## **P7 EMPLOYMENT DEVELOPMENT IN TELFORD & WREKIN**

THE LOCAL PLAN SHALL SECURE PROVISION FOR THE DEVELOPMENT OF 225 HECTARES OF LAND OVER THE PERIOD 1996-2011 FOR EMPLOYMENT PURPOSES. THE LOCATION OF EMPLOYMENT LAND SHALL HAVE REGARD TO THE CRITERIA IN POLICIES P2 AND P3. A PORTFOLIO OF SITES SHALL BE MAINTAINED OFFERING A RANGE AND CHOICE OF SITES FOR INVESTMENT / RELOCATION. THE PORTFOLIO SHALL BE MONITORED AND MANAGED IN ACCORDANCE WITH POLICY P11.

- 4.29 Telford will continue to be the main location for economic growth in the Structure Plan area. The amount of employment land allocated to Telford & Wrekin reflects this importance. It is based on the anticipated economic maturing of Telford over the Plan period. It will also allow for an appropriately varied portfolio of sites.
- 4.30 The bulk of this land will be released by English Partnerships with the benefit of a 7(1) permission under the 1981 New Towns Act. Current levels of committed employment land in Telford will accommodate the proposed allocation as well as offering some opportunity to reallocate surplus land to other uses.
- 4.31 Employment development in Newport will be of a type and scale appropriate to its non-strategic role. The rural area employment land provision will be small-scale and also guided by policy P12.
- 4.32 To ensure that a good portfolio of sites is available throughout the Plan period the take-up of employment land will be closely monitored, and managed accordingly.

## SHROPSHIRE: SETTLEMENT STRATEGY

- 4.33 The settlement strategy for Shropshire steers most development to the principal growth centre of Shrewsbury and to the market towns. In reviewing their local plans, each District Council will be able to assess which other towns and villages are suitable for development using the criteria in policy P2. It is envisaged that the countryside outside settlements will accommodate only minimal development. This overall strategy will underpin objectives for a more sustainable approach to development whilst allowing local needs to be met flexibly.

### **Bridgnorth District**

- 4.34 The District has long been under great pressure for new housing development because of its proximity to the West Midlands conurbation and Telford. It is predominantly rural with a third of it designated Green Belt. The character and location of Bridgnorth District call for restraint in planning for additional development. It is proposed that housing growth broadly matches the growth in jobs. This will help to slow down the growth in commuting.
- 4.35 **Bridgnorth** is an historic market town in the Severn Valley, with 100 ft cliffs separating High Town from Low Town. The river, cliffs, mediaeval street pattern and many fine old buildings, combine with old paths and flights of steps to create a unique town of considerable charm. Radiating out from the historic core are residential areas, reflecting in particular the rapid expansion of the 1960's. The main area of industrial activity is along the Stourbridge Road. A bypass skirts the southern edge of the town. There are no problems with Bridgnorth continuing to accommodate development at past rates in the near to mid term. Longer term expansion or development at faster rates would require a fundamental shift in the development pattern of the town which would need to take account of a number of environmental thresholds.
- 4.36 **Broseley** is a small town on the southern side of the Ironbridge Gorge, extending along a ridge for just over a mile. The town was prominent in the early Industrial Revolution and its unplanned growth during that period has given rise to a distinctive and somewhat haphazard character. During the post war period there has been substantial growth to the east and south of the original settlement. The future expansion of Broseley is severely constrained by environmental factors. If a strict adherence to the principle of not infringing environmental constraints is to be adhered to, then there are very few opportunities for new development outside the present built up area, which also avoid areas of unstable land. The poor road access to Broseley is a factor which must weigh heavily against large scale development.
- 4.37 **Much Wenlock** is a small market town lying in a small valley beneath Wenlock Edge. It is particularly noted for its mediaeval streets and fine historic buildings. There is only limited development of more recent origins outside the historic core. Because of its valley setting, new development has been largely confined below the ridge lines. The future expansion of Much Wenlock is severely constrained by environmental factors and infrastructure problems. If the landscape setting of this historic town and the quality of

the area immediately adjoining the Area of Outstanding Natural Beauty is to be protected, then there are very few opportunities for new development outside the present built up area which do not involve best and most versatile agricultural land.

- 4.38 **Shifnal** is a small market town set in gently rolling countryside immediately south of the M54. The Shrewsbury -Birmingham railway runs through the centre of the town set on a high wooded embankment and viaduct. More recent residential areas surround the historic core. Shifnal is set within the Green Belt although there is a safeguarded area to the north and east of the built up area. Future expansion of the town is constrained by environmental factors and is linked to adequate sewerage capacity.

### ***North Shropshire District***

- 4.39 North Shropshire is an attractive rural District with a scatter of small market towns, villages and hamlets throughout mostly high quality farmland. The two largest towns are Market Drayton and Whitchurch and they will play a strategic role in accommodating growth. The towns of Ellesmere and Wem are also likely to be important in catering for local needs. Overall these four towns should develop as balanced communities supporting employment and housing growth commensurate with their size and role.
- 4.40 **Ellesmere** is the smallest market town in North Shropshire. It is set in gently undulating countryside adjacent to The Mere and the Llangollen Canal, which attract significant numbers of visitors. The town has seen a fairly high level of growth in the recent past. The future expansion of Ellesmere is partially constrained by environmental factors, and account should be taken of the high quality landscape, very variable ground conditions, and the complexity of agricultural land quality.
- 4.41 **Market Drayton** is the largest market town in North Shropshire. It is at the cross roads of the A53 (Shrewsbury- Newcastle-under-Lyme) and the A529 (Newport-Nantwich). Essentially a service centre for the surrounding area, the town sits on the northern side of the River Tern. The future expansion of Market Drayton could be constrained in the longer term by environmental factors. In the shorter term, development within the built up area and selectively on the periphery should pose no particular problems, but due regard must be paid to best and most versatile agricultural land.
- 4.42 **Wem** is a small market town. It sits at the junction of several B roads and alongside the Shrewsbury-Crewe railway. It is a service centre for the surrounding area and has seen a fairly high level of growth in the recent past. The future expansion of Wem is partly constrained by environmental factors which will need careful examination when proposals are considered. Consideration will also have to be given to traffic congestion in the centre if it is not to become a constraint on development.
- 4.43 **Whitchurch** is the second largest market town in North Shropshire. It sits at the junction of the A41, A49 and the A525; which bypass the town. The Shrewsbury-Crewe railway passes through the town. It is a service centre for the surrounding area. The town centre has been extensively improved following the completion of the bypasses and the removal of most through traffic. The future expansion of Whitchurch will have

to take account of various physical barriers - bypasses, railways (used and disused), green wedges and best and most versatile agricultural land. The question of effective drainage will also be an important consideration.

### **Oswestry District**

- 4.44 The market town of Oswestry acts as a growth centre and local employment and service centre for north west Shropshire and parts of Wales. It is proposed that this should continue, although care will be needed to take account of environmental constraints. It may also be appropriate for the larger villages in the District to take additional development, although again environmental constraints are likely to limit future growth rates.
- 4.45 Oswestry is the largest market town in Shropshire, which stands alongside the A5 providing a principal road link between England and Wales. The town is located on the boundary between the lowlands of north-west Shropshire and the foothills of The Berwyns. The town is a service centre for a wide area, including parts of Wales and this is reflected in the busyness of the centre. The old town centre is surrounded by areas of more modern development, including a separate extensive industrial area to the south. Any proposals to expand the built-up area of Oswestry are likely to impinge on some environmental constraint, principally landscape, open space or best and most versatile agricultural land. There will continue to be some opportunities to develop in the built-up area through redevelopment and infilling.

### **Shrewsbury and Atcham District**

- 4.46 Shrewsbury is the county town of Shropshire and functions as the main service and administrative centre for a very extensive hinterland, which extends into mid-Wales. It enjoys significant accessibility because of its position at the hub of rail and major road networks.
- 4.47 The mediaeval core of the town contains many historic buildings within narrow streets and passages on an elevated site within a meander of the River Severn. The encircling river provides a physical break between the historic centre and the larger modern town. The modern town has largely developed outwards along radial routes interspersed with green wedges which link the countryside with the heart of the town.
- 4.48 Shrewsbury has the potential to continue to develop and enhance its role as the county town by exploiting its strategic position for suitable development. This will create opportunities for inward investment and diversifying its employment base. Maintaining viable population levels is critical to these objectives. However, the character and setting of Shrewsbury, including the flood plain of the River Severn, are important attributes which the Local Plan must take into account, as well as social and economic considerations, and other environmental constraints when deciding the location of development.

- 4.49 There are some opportunities to develop pockets of land on the urban fringe without impinging on areas of environmental significance. Within the built up area itself, there are vacant sites and previously used sites which could contribute to the development needs of the town. However, these have only limited capacity for development and any major expansion of the town will have to take place on land which has some environmental constraints.
- 4.50 The scale and location of development in the rural area will need to be carefully considered in relation to the proximity of, and accessibility to, Shrewsbury, and the necessity of meeting local needs and encouraging sustainable communities.

### **South Shropshire District**

- 4.51 The high quality of the environment in South Shropshire, coupled with the relative remoteness of large parts of the District, and a sparsely populated rural area with small, scattered settlements, provides practical problems in locating development. Ludlow is the most important town and has a strategic role to play in accommodating future growth in homes and jobs. Craven Arms also has the potential to be a focus for modest growth and appropriate opportunities for development should be taken.
- 4.52 It is important that the Local Plan locates new development where it can create and maintain sustainable communities with a range of services and good access by public transport. These settlements will also have a role as service centres for the remoter areas. Existing levels of housing commitments suggest that restraint will be required throughout the rural area.
- 4.53 **Bishop's Castle** is a small market town alongside the A488 from Shrewsbury to Mid Wales. It is a mediaeval settlement which was laid out below the castle on the highest point. Because of its distance from main centres of population, it is an important service and employment centre for its area. The old town centre has a large number of historic buildings. In more recent times the town has grown slowly so there are no large peripheral housing estates. The main employment areas are located alongside the A488. Bishop's Castle is capable of further development without harming serious environmental constraints.
- 4.54 **Church Stretton** lies within a narrow valley through which run the A49 and the Crewe-South Wales railway. This small market town is the main centre for housing, employment and services in the area. It is in both the Shropshire Hills Area of Outstanding Natural Beauty and the Shropshire Hills Environmentally Sensitive Area. Originally a mediaeval settlement, it became important as a spa resort in the late 19th century. More recently there has been considerable new development particularly to the east of the A49. Church Stretton is effectively full, apart from possible infill or redevelopment sites.
- 4.55 **Cleobury Mortimer** is a small market town on the A4117 which links Ludlow with Kidderminster. This is a very busy service centre for the surrounding area. The centre has retained its attractive historic character, although there has been a substantial amount of development in recent years virtually around the whole periphery. It would be difficult to expand the built-up area of Cleobury Mortimer without using best and most

versatile agricultural land or developing valley slopes, which might itself affect the character and setting of the town.

- 4.56 **Craven Arms** is a market town in the valley of the River Onny, on the edge of the Area of Outstanding Natural Beauty (AONB). It straddles the A49 and is at the junction of the Cardiff-Crewe and Heart of Wales rail lines. The town has had some steady growth and is an important service and employment centre for the area. There are no problems with Craven Arms continuing to accommodate development at past rates in the near to mid term.
- 4.57 **Ludlow** is an historic market town set in the valley of the River Teme. Immediately to the west is the upland area of the Mortimer Forest, while to the east the land is generally flatter. Although outside the Shropshire Hills AONB, the town is set in attractive countryside. The historic town centre is set largely on a ridge above the Teme and fine streets of historic buildings run down from this central spine. The more recent development of the town has seen housing and industrial areas spreading mostly westward to the A49 bypass. The environmental constraints identified strongly limit the options for any future expansion of the built-up area of Ludlow. There are limited opportunities to develop pockets of land within the built-up area, such as allocated sites or redevelopment sites. Apart from these there are no opportunities to expand the urban area onto greenfield sites without creating separate communities beyond the bypass or the river and even then this would breach environmental constraints.

## P8 HOUSING DEVELOPMENT IN SHROPSHIRE

LOCAL PLANS SHALL SECURE THE PROVISION OF SUFFICIENT LAND AND BUILDINGS, MAKING AN ALLOWANCE FOR WINDFALLS (AS DEFINED IN PPG3), AND CONVERSIONS OF BUILDINGS TO ENABLE THE COMPLETION OF 1,260 NEW DWELLINGS EACH YEAR UP TO 2011. THE PROVISION WILL BE DISTRIBUTED WITHIN INDIVIDUAL DISTRICTS AS FOLLOWS:

<i>BRIDGNORTH DISTRICT</i>	<i>180 PER YEAR</i>
<i>NORTH SHROPSHIRE DISTRICT</i>	<i>310 PER YEAR</i>
<i>OSWESTRY DISTRICT</i>	<i>170 PER YEAR</i>
<i>SHREWSBURY &amp; ATCHAM DISTRICT</i>	<i>410 PER YEAR</i>
<i>SOUTH SHROPSHIRE DISTRICT</i>	<i>190 PER YEAR</i>
<b>TOTAL FOR SHROPSHIRE</b>	<b>1260 PER YEAR</b>

THE TOTAL ALLOCATION FOR EACH DISTRICT OVER THE PLAN PERIOD SHALL NOT EXCEED THE 15 YEAR AGGREGATE OF THEIR ANNUALISED FIGURES SHOWN ABOVE.

THE ALLOCATIONS SHALL TAKE ACCOUNT OF POLICY 2

THE HOUSING ALLOCATIONS SHOWN ON THE PROPOSALS MAPS OF LOCAL PLANS SHALL BE PHASED AND SUFFICIENT SITES, HAVING MADE THE

ALLOWANCE FOR WINDFALLS AND CONVERSIONS OF BUILDINGS, SHALL BE SHOWN TO ACCOMMODATE AT LEAST THE HOUSING REQUIREMENTS FOR THE FIRST FIVE YEARS. THE PHASING SHOULD TAKE INTO ACCOUNT:

- THE NEED TO ACHIEVE TARGETS FOR AFFORDABLE HOMES;
- THE NEED TO PROMOTE A RANGE AND CHOICE OF HOUSE TYPES;
- INFRASTRUCTURE LIMITATIONS;
- DEVELOPMENT PRESSURES IN ENVIRONMENTALLY SENSITIVE AREAS;
- THE AVAILABILITY OF PREVIOUSLY USED LAND AND BUILDINGS WITHIN EXISTING URBAN AREAS;
- ACCESSIBILITY BY PUBLIC TRANSPORT; AND
- THE NEED TO MAXIMISE DENSITIES WITHIN SETTLEMENTS.

SITE ALLOCATIONS SHOULD BE REVIEWED AND UPDATED AS EACH LOCAL PLAN IS REVIEWED AND ROLLED FORWARD AT LEAST EVERY FIVE YEARS.

- 4.58 Regional Planning Guidance requires Shropshire and Telford & Wrekin to accommodate 48,000 dwellings between 1991 and 2011, leaving a balance of 36,600 over the plan period 1996 to 2011. A total allocation of 18,900 new dwellings is proposed for Shropshire. Together with the proposed provision in Telford & Wrekin, this total will enable the regional housing requirement to be met and the overall strategic framework of Regional Planning Guidance to be addressed.
- 4.59 The policy provides for annualised figures in each of the Districts. This approach will allow appropriate phasing as set out in Government guidance, and aid systematic monitoring and review. The distribution to each District takes into account local housing needs and environmental considerations. The allocations will enable a move towards more sustainable communities, will provide support for local services and facilities and will assist regeneration of the market towns.
- 4.60 When applied to land allocations and phasing in local plans, the criteria outlined in the policy will support the growth of sustainable settlements and reduce the need to travel. The efficacy of the land allocation and phasing process will be maximised by the roll forward of local plans at least every five years.

## P9 EMPLOYMENT LAND IN SHROPSHIRE

LOCAL PLANS SHALL SECURE THE PROVISION OF SUFFICIENT DEVELOPABLE LAND TO PROVIDE THE MINIMUM ALLOCATIONS SET OUT IN THIS POLICY. IN ALLOCATING SITES ACCOUNT WILL BE TAKEN OF POLICIES P1, P2, P3, AND P11.

FURTHER RESERVE SITES SHALL BE IDENTIFIED TO MEET LONG TERM EMPLOYMENT NEEDS. THESE SHOULD BE PHASED FOR RELEASE OVER THE PLAN PERIOD.

THE MINIMUM ALLOCATION SHALL BE UPDATED AND ROLLED FORWARD AT EACH REVIEW OF THE LOCAL PLAN.

TO AVOID STERILISING LAND SUPPLY AND JEOPARDISING SITES ELSEWHERE, THE OVERALL ALLOCATIONS WILL ONLY BE ACCEPTABLE IF THEY ARE NOT OUT OF PROPORTION WITH THE MINIMUM ALLOCATIONS AND LOCAL EMPLOYMENT NEEDS.

THE MINIMUM ALLOCATIONS FOR EACH DISTRICT SHALL BE:

BRIDGNORTH DISTRICT	10 HA
NORTH SHROPSHIRE DISTRICT	20 HA
OSWESTRY DISTRICT	15 HA
SHREWSBURY & ATCHAM DISTRICT	35 HA
SOUTH SHROPSHIRE DISTRICT	15 HA

- 4.61 The allocations to each District are for minimum areas of land to be made available at any one time. They set in motion a rolling programme of employment land provision. They will allow flexibility and a response to the changing nature of economic activity in the rural areas of Shropshire. A portfolio of good quality, well located, accessible and available sites will be needed to attract new employers and to enable local firms to relocate and/or expand. Overall, the proposed allocations underpin the aim for a broad balance between jobs and workers in sustainable communities.
- 4.62 The allocations for each District are for new land, i.e. excluding minor extensions within existing curtilages. It also covers B uses and certain sui generis uses such as car showrooms, but excludes retail use. District Councils in working out the allocation in their local plans will need to consider how future land use classes will be accommodated, taking account of local circumstances.
- 4.63 Since the policy specifies a minimum supply of land, more land can be available depending on local circumstances. However, District Councils will have to take special care to avoid an over-supply of employment land, whilst maintaining a portfolio of sites in accordance with policy P11. Unjustified allocations could create problems of employment land take up in other areas. Regular monitoring of local employment needs and land availability will help ensure a planned approach. The implementation of this policy will be subject to close scrutiny in the period leading up to the next review of the Joint Structure Plan.

## MONITORING

4.64 Set out below are the indicators relevant to specific policies in this Chapter. Many of the selected indicators are relevant to more than one policy in the Plan. Where this is the case the indicator has been cross-referenced.

See paragraph 1.16 for a list of objectives.

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>	
P1 - Spatial Strategy	•1 •2 •3 •10	•16 •17 •18 •19	Amount and type (housing, retail & employment) of development that is completed within or on edge of Telford and Shrewsbury.	SCC (Shropshire County Council) B of T&W (the Borough of Telford & Wrekin)
	•12 •13 •15	•21 •22	Amount and type (housing, retail & employment) of development that is completed within or on the edge of the Market Towns.	S.C.C. + B of T&W
			Amount and type (housing, retail & employment) of development that is completed within or on the edge of settlements with good accessibility to services and facilities.	S.C.C. + B of T&W
P2 - Location of Development	•1 •2 •5 •9 •10 •11	•14 •15 •16 •18 •21 •22	Amount and type (housing, retail & employment) of development that is completed in the settlements identified in the Local Plans (excluding settlements examined in P1).	S.C.C. + B of T&W
	•12 •13	•23	Spatial analysis of the location of development using a geographic information system (GIS).  (See also Policies 1, 3, 15, 18, 19, 21, 24, 27, 28, 31 and 49.)	S.C.C. + B of T&W
P3 - Previously Used Land and Buildings	•1 •2 •6 •7	•15	Progress made towards achieving by 2008 an annual rate of 50% of new house building on previously developed land and through conversion of existing building by 2008.	S.C.C. + B of T&W
	•10 •12 •13	•22 •23	Amount and type of development on previously developed land and through conversion of existing buildings (completed and permitted) within and on the edge of settlements identified in P1 & P2. (See also Policies 18, 20, 24, 29, 48)	S.C.C. + B of T&W

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>
P4 - Green Belt	• 20	Amount and type of development (completed and permitted) in the Green Belt.  Number of applications refused in the Green Belt.	S.C.C.+ B of T&W  S.C.C.+ B of T&W
P5 - Development Outside Settlements	• 1 • 2 • 6 • 7 • 10 • 12 • 13 • 15 • 22 • 23	Amount and type of development located outside the settlements identified in P1 & P2.  Analysis of whether this development falls into the development types listed in P5.  Number of applications refused on sites located outside the settlements identified in P1 & P2. (See also Policies 2, 12, 15, 18, 29, 42 and 55)	S.C.C.+ B of T&W  S.C.C.+ B of T&W  S.C.C.+ B of T&W
P6 - Housing Development in Telford and Wrekin	• 1 • 2 • 3 • 4 • 12 • 13 • 14 • 15 • 16 • 17 • 18 • 22 • 23	Number of dwellings permitted and completed in Telford and Wrekin.  Number/percentage of dwellings provided classified as affordable /social.  Percentage of planning applications involving negotiations between the Planning Authority and the developer with the aim of securing affordable housing.  Population and household change in Telford and Wrekin.  Number of 2nd homes in Telford and Wrekin. (See also Policies 2, 3, 10, 13, 15, 18, 21, 31 and 32)	B of T&W  B of T&W  B of T&W  B of T&W National Statistics  B of T&W
P7 - Employment Development in Telford and Wrekin	• 1 • 2 • 3 • 4 • 12 • 13 • 14	Amount and type of land developed for employment uses (completed and permitted).  Amount and type of development permitted and completed on allocated employment land.	B of T&W  B of T&W

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>		
P7 - cont.	<ul style="list-style-type: none"> <li>•15</li> <li>•16</li> <li>•17</li> <li>•18</li> <li>•22</li> <li>•23</li> </ul>	Analysis of new permissions for employment uses on land (over 0.1 ha), which is not protected or allocated for employment use in the Local Plans.	B of T&W		
		Amount of new jobs created on employment sites.	B of T&W		
		Changes in number of jobs.	National Statistics		
		Changes in unemployment.	National Statistics		
		Changes in employment structure and job vacancies.	National Statistics		
		Changes in GDP.	National Statistics		
		Relative conditions of local and national economy and labour market.	B of T&W		
		Land allocated for employment uses lost to other uses.	B of T&W		
		Level of business start ups and closures.	B of T&W		
		Changes in earnings. (See policies 2, 3 and 11)	National Statistics		
P8 - Housing Development in Shropshire	<ul style="list-style-type: none"> <li>•1</li> <li>•2</li> <li>•3</li> <li>•4</li> <li>•12</li> <li>•13</li> <li>•14</li> <li>•15</li> <li>•16</li> </ul>	<ul style="list-style-type: none"> <li>•16</li> <li>•17</li> <li>•18</li> <li>•22</li> <li>•23</li> </ul>	Number of dwellings permitted and completed in each Shropshire district.	S.C.C.	
			Number/percentage of dwellings provided classified as affordable/ social.	S.C.C.	
				Percentage of planning applications involving negotiations between the Planning Authority and the developer with the aim of securing affordable housing.	District Councils
				Population and Household Change in Shropshire.	S.C.C., National Statistics
				Number of 2nd homes in Shropshire. (See also Policies 2, 3, 10, 13, 15, 18, 21, 31 and 32)	District Councils

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>
P9 – Employment Land in Shropshire	•1	Amount and type of development permitted and completed on allocated employment land.	S.C.C.
	•2		
	•3		
	•4		
	•12	Analysis of new permissions for employment uses on land (over 0.1 ha), which is not protected or allocated for employment use in the Local Plans.	S.C.C.
	•13		
	•14		
	•15		
	•16		
	•17	Amount of new jobs created on new employment sites.	S.C.C.
•18			
•22	Changes in number of jobs by district.	National Statistics	
•23			
	Changes in unemployment	National Statistics	
	Changes in employment structure and job vacancies.	National Statistics	
	Changes in GDP.	National Statistics	
	Relative conditions of local and national economy and labour market.	S.C.C., National Statistics	
	Land allocated for employment uses lost to other uses.	S.C.C.	
	Level of business start ups and closures.	S.C.C.	
	Changes in earnings.	S.C.C.	



## Chapter 5

# area housing and employment provision

- 5.1 This chapter includes policies on the need for a range of housing sites to meet different housing requirements, including affordable housing and sites for gypsies and travellers. Choice is also necessary in employment site provision and support is given to appropriate farm diversification and rural employment.

### **P10 RANGE AND CHOICE OF HOUSING SITES**

LOCAL PLANS SHALL MAKE PROVISION FOR A BROAD RANGE OF IDENTIFIED HOUSING NEEDS BY:

- ALLOCATING A RANGE AND CHOICE OF SITES AND TYPES IN A VARIETY OF LOCATIONS;
- INCREASING THE PROPORTION OF DEVELOPMENT BUILT AT HIGHER DENSITIES IN TOWN CENTRES AND LOCATIONS IN CLOSE PROXIMITY TO PUBLIC TRANSPORT;
- INCREASING THE PROPORTION OF HOUSING WITHOUT PARKING OR WITH REDUCED PARKING STANDARDS IN HIGHER DENSITY SCHEMES CLOSE TO PUBLIC TRANSPORT; AND
- MEETING IDENTIFIED AFFORDABLE AND SPECIAL HOUSING NEEDS.

- 5.2 New housing development should contribute to the creation of mixed and balanced communities. Local plans will be able to ensure that the general range of new housing provision is appropriate to the needs of the area by applying the proposed criteria. The range of house types provided will need to reflect the local household characteristics and their relative incomes. As far as practicable, new housing stock should be adaptable for future needs.

## **PI1 RANGE AND CHOICE OF EMPLOYMENT SITES**

LOCAL PLANS SHALL PROVIDE A RANGE AND CHOICE OF EMPLOYMENT SITES IN TERMS OF QUALITY, SIZE AND LOCATION, COMPRISING ALLOCATED SITES AND EXISTING EMPLOYMENT SITES TO BE RETAINED FOR THE LONG TERM.

IN IDENTIFYING SUITABLE SITES REGARD SHALL BE PAID TO THE TRANSPORT NETWORK AND ACCESSIBILITY FOR THE WORKFORCE IN ORDER TO REDUCE THE NEED TO TRAVEL.

WHEN LOCAL PLANS ARE REVIEWED ALLOCATED SITES WHICH HAVE NOT BEEN TAKEN UP SHOULD BE REASSESSED AGAINST THE OVERALL NEED FOR EMPLOYMENT LAND AND AGAINST SUSTAINABLE DEVELOPMENT CRITERIA. IF SUCH SITES ARE FOUND TO BE UNNECCESARY FOR EMPLOYMENT USE THEY SHOULD BE ALLOCATED TO OTHER SUITABLE USES.

- 5.3 It is important that the planning system supports economic growth and change. This can be achieved by a portfolio of sites of different size and location. The portfolio should consist of an appropriate range and choice of sites, ensuring that sites identified are capable of being developed within the plan period, are easily accessible by a choice of means of transport, and are of a quality that will attract suitable users.
- 5.4 Local plans will need to assess the suitability of the existing portfolio of sites. Allocated sites that are unsuitable should be replaced by more suitable sites and reallocated for appropriate alternative uses such as housing, open space and recreational facilities, or if greenfield sites, simply be de-allocated and retained in agricultural use.

## **PI2 DIVERSIFICATION OF THE RURAL ECONOMY**

LOCAL PLANS SHALL SUPPORT BUSINESS DEVELOPMENT AND DIVERSIFICATION IN THE RURAL AREA PROVIDED IT IS APPROPRIATE IN TERMS OF SCALE AND TYPE.

PROPOSALS SHOULD SUPPORT ECONOMIC ACTIVITY WITH STRONG LINKS TO THE RURAL AREA. WITH THE EXCEPTION OF FARM BASED DIVERSIFICATION MOST NEW BUSINESSES SHALL BE LOCATED IN THE MARKET TOWNS OR SUITABLE VILLAGES AND PROPOSALS SHALL TAKE PARTICULAR ACCOUNT OF POLICIES P1, P2, P3, P4, P7 AND P9.

- 5.5 PPG7 and its amendments make clear the importance of rural enterprise and farm diversification. This policy allows the appropriate development of business uses in the rural area. Any farm diversification schemes will need to be suitable in terms of scale and type and accord with the principles of sustainable development if they are to be approved. Local plans should therefore contain criteria for the acceptance of farm diversification schemes and other rural businesses that encompass the objectives of this policy.

## PI3 AFFORDABLE HOUSING

LOCAL PLANS SHALL MAKE ADEQUATE PROVISION FOR AFFORDABLE HOUSING BASED ON AN ASSESSMENT OF NEED OVER THE PLAN PERIOD. THEY SHOULD ALLOCATE SITES OF SUFFICIENT SIZE TO ENABLE NEGOTIATIONS WITH DEVELOPERS TO DELIVER AN APPROPRIATE LEVEL OF AFFORDABLE HOUSING AND SET INDICATIVE TARGETS FOR THE LEVEL OF AFFORDABLE HOUSING TO BE PROVIDED ON INDIVIDUAL SITES.

LOCAL PLANS SHALL CONTAIN POLICIES WHICH WILL ENABLE THE PROVISION OF SMALL AFFORDABLE HOUSING SCHEMES WITHIN OR ADJACENT TO VILLAGES AS AN EXCEPTION TO NORMAL PLANNING POLICY ONLY WHERE LOCAL NEEDS CANNOT OTHERWISE BE MET.

- 5.6 This policy provides guidance for local plans to provide more focused policies to tackle specific local affordable housing needs. Assessment of these needs should be based on local research and built into appropriate housing strategies. Circular 6/98 and PPG3 provide the national policy framework.
- 5.7 Where local housing needs cannot otherwise be met, local plans can consider policies allowing sites for small affordable housing schemes within, or adjacent, to villages as an exception to normal planning policy. These exception sites will need to be rigorously justified. There may well be a role for village design statements in identifying sites for affordable housing exceptions sites.
- 5.8 The Joint Structure Plan has adopted the West Midlands Local Government Association's definition of affordable housing. This consists of two categories:
- A. Housing provided by an organisation – such as a registered social landlord or local authority allocating on the basis of need. While such dwellings will normally be made available for rent, they may also include subsidised home ownership, such as shared ownership, where a registered social landlord or local authority retains a continuing interest.
  - B. Low cost market housing, helping to meet the needs of first time buyers, single people, the elderly and low income households who cannot afford to rent or buy houses generally available on the open market.
- 5.9 The affordable housing, irrespective of whether it is provided for rent or sale, must be made available at a price level which can be sustained by local people in housing need. What constitutes “affordable” in terms of price and income is for each local authority to define in its Housing Strategy Statement.
- 5.10 With regard to category B, the provision of affordable low cost market housing should be based on the local authority Housing Strategy Statement, which will include assessments of housing need and the ability of local people in housing need to pay for housing. Where low cost market housing is to be provided, developers must prove that such housing will meet the needs of those who cannot afford market rents or prices prevailing in the locality.

- 5.11 It is important to recognise the distinction between the roles of the different categories of affordable housing mentioned above and not to treat one as a substitute for the other.

## PI4 SITES FOR GYPSIES AND TRAVELLERS

LOCAL PLANS SHOULD MAKE PROVISION FOR CARAVAN SITES FOR GYPSIES AND OTHER TRAVELLERS THAT MEET A PROVEN NEED AND ARE IN LOCATIONS WHICH ARE REASONABLY ACCESSIBLE TO PRIMARY SCHOOLS, SHOPS AND OTHER COMMUNITY FACILITIES AND LOCATED NEAR TO ROUTES REGULARLY USED BY GYPSIES AND TRAVELLERS.

- 5.12 The provision of proper sites for gypsies and travellers is an effective means of controlling unauthorised encampments which create problems for landowners and neighbours, and fail to provide proper facilities for the travellers. The locational criteria should reflect government guidance set out in Circular 1/94, but should be defined more precisely having regard to discussions with representatives of the travelling community and the providers of key services.

## MONITORING

- 5.13 Set out below are the indicators relevant to specific policies in this Chapter. Many of the selected indicators are relevant to more than one policy in the Plan. Where this is the case the indicator has been cross-referenced.

See paragraph 1.16 for a list of objectives.

Policy	Objectives	Indicator	Source
PI0 - Range and Choice of Housing Sites	•1	Size, and type of new housing	S.C.C.+ B of T&W
	•2		
	•3	Average House prices.	HM Land Registry
	•12		
•13	Density of new housing development.	S.C.C., B of T&W District Councils	
•14			
		Amount and type of new housing in town centres.	S.C.C.+ B of T&W

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>	
P10 - cont.		Amount of new housing located within a 10-minute walk (500m) of public transport collection points. (See also policies 3, 6, 8, 13, 18, 19, 31, 32 and 40.)	S.C.C.+ B of T&W	
P11 - Range and Choice of Employment Sites	<ul style="list-style-type: none"> <li>•1</li> <li>•2</li> <li>•3</li> <li>•12</li> <li>•13</li> <li>•14</li> </ul>	•15 •16 •17 •18 •24	Number of employers relocating to Shropshire.	S.C.C.+ B of T&W, District Councils
			Area of new employment sites (ha) and gross floorspace of new employment premises.	S.C.C.+ B of T&W
			Number of applications refused for employment use.	S.C.C.+ B of T&W
			Amount of new employment development located within a 10-minute walk (500m) of public transport collection points. (See also Policy 3, 7, 9, 18, 19, 31, 32 and 40.)	S.C.C.+ B of T&W
P12 - Diversification of the Rural Economy	<ul style="list-style-type: none"> <li>•12</li> <li>•13</li> <li>•15</li> </ul>	<ul style="list-style-type: none"> <li>•21</li> <li>•22</li> <li>•23</li> </ul>	See Policies 1, 2, 3, 4, 5, 6, 15, 18 and 29 for indicators, which monitor the effectiveness of this policy.	
P13 - Affordable Housing	<ul style="list-style-type: none"> <li>•12</li> <li>•13</li> <li>•14</li> <li>•15</li> <li>•23</li> <li>•24</li> </ul>		Area (ha) of allocated sites for housing.	S.C.C.+ B of T&W, District Councils
			Number of unfit dwellings.	B of T&W, District Councils
			Levels of homelessness.	B of T&W, District Councils
			Relationship between incomes and house prices.  (See also policies 6, 8, 10 and 18.)	New Earnings Survey, HM Land Registry, S.C.C + B of T&W

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>
P14 - Sites for Gypsies and Travellers	<ul style="list-style-type: none"> <li>• 12</li> <li>• 13</li> <li>• 14</li> <li>• 15</li> </ul>	Number of pitches available on sites.	S.C.C. + B of T&W
		Number pitches lost to new development.	S.C.C. + B of T&W
		Number of new pitches.	S.C.C. + B of T&W
		Number of pitches in settlements with facilities.	S.C.C. + B of T&W

# part 3

## **GENERAL PRINCIPLES FOR DEVELOPMENT**

- 6.1 This section of the Plan sets out the policy requirements for all types of development. These cover location and quality criteria applicable to housing and employment proposals together with policies specifically relating to retail, town centre and leisure developments.



**Chapter 6****general development policies****P15 PROTECTING THE ENVIRONMENT**

LOCAL PLAN POLICIES AND DEVELOPMENT AND MANAGEMENT PROPOSALS SHALL ENSURE THAT THEY MINIMISE ANY ADVERSE EFFECT ON THE ENVIRONMENT HAVING REGARD TO THE GENERAL PRINCIPLES SET OUT BELOW AND OTHER RELEVANT POLICIES IN THIS PLAN.

PROPOSALS WHICH WOULD HAVE ENVIRONMENTAL EFFECTS OF MORE THAN LOCAL SIGNIFICANCE OR ARE PARTICULARLY HAZARDOUS OR MAY HAVE AN IMPACT ON SENSITIVE ENVIRONMENTS, SHOULD BE ACCOMPANIED BY AN ENVIRONMENTAL IMPACT ASSESSMENT.

THE GENERAL PRINCIPLES TO BE TAKEN INTO ACCOUNT ARE:

- THAT EVERY OPPORTUNITY IS TAKEN TO IMPROVE THE ENVIRONMENT;
- PROTECTION AND ENHANCEMENT OF THE CHARACTER OF THE COUNTRYSIDE, TOWNS AND VILLAGES;
- INTEGRATING SUSTAINABLE TRANSPORT WITH DEVELOPMENT;
- TRAFFIC GENERATION AND THE CAPACITY OF THE ROAD NETWORK TO ACCOMMODATE ADDITIONAL DEVELOPMENT;
- AVOIDING POLLUTION;
- CONSERVING SOILS;
- AVOIDING LOCATING UNSUITABLE VULNERABLE DEVELOPMENT IN THE VICINITY OF SOURCES OF POLLUTION OR HAZARD;
- APPROPRIATENESS TO THE SURROUNDINGS IN TERMS OF DESIGN, SCALE, MATERIALS AND LANDSCAPING OF THE SITE;

AND

- THE AVAILABILITY AND CAPACITY OF NECESSARY INFRASTRUCTURE.

- 6.2 In response to the planned housing and employment growth the area will continue to undergo a period of intensive change. The Joint Authorities intend that this change should be positively managed through the responsible exercise of planning controls, environmental improvements and land management practices.

- 6.3 This policy sets out a strategic framework expressed as a set of principles which are expected to be embodied by local planning authorities when they formulate local plan policies or when considering proposals for development or land use change, and also by prospective developers when drawing up their proposals. This will ensure a consistent approach to important matters in respect of environmental protection and environmental quality.
- 6.4 The principles cover three main areas: protection and improvement in the character and quality of the built and natural environment; minimising impact on natural resources – including capacity utilisation of existing infrastructure; and moving towards sustainable forms of development. To ensure high quality developments respect the environment, other more specific policies in this Plan must also be applied.
- 6.5 It is important that developments are protected from existing sources of potential risk or hazard. The provisions of the Planning (Hazardous Substances) Act and Regulations 1992 and EU Directive 96/82/EC (Control of Major Accident Hazard) are especially important.

## **P16 AIR QUALITY**

LOCAL PLAN POLICIES AND DEVELOPMENT PROPOSALS SHALL TAKE INTO ACCOUNT THEIR EFFECT ON AIR QUALITY HAVING REGARD TO NATIONAL AIR QUALITY STRATEGY OBJECTIVES, LOCAL AIR QUALITY REVIEWS AND AIR QUALITY MANAGEMENT PLANS. THIS SHALL INCLUDE CONSIDERATION IN LOCAL PLANS OF THE LOCATION, SCALE AND TYPE OF DEVELOPMENT AND THE REQUIREMENT TO REDUCE THE NEED TO TRAVEL. CONSIDERATION SHALL ALSO BE GIVEN TO THE AMELIORATING EFFECTS OF TREE PLANTING.

- 6.6 Motorised transport is a major contributor to air pollution. Policies in this Plan for transport and the location of development are designed to tackle this problem by reducing the need to travel and by aiming to reduce the growth in motorised traffic. Additional development can take air pollution levels over critical thresholds. Therefore where residential development is proposed, the local air quality should be assessed together with the impact of the proposal on air quality. This will include consideration of travel patterns, scale and location of development and measures to ameliorate adverse impact.
- 6.7 The UK National Air Quality Strategy 1997 sets out health based standards for different pollutants and objectives for the achievement of those standards.

## **P17 CRIME AND DISORDER**

LOCAL PLAN POLICIES AND DEVELOPMENT PROPOSALS SHALL ENSURE THAT DEVELOPMENT IS DESIGNED IN SUCH A WAY THAT OPPORTUNITIES FOR CRIME PREVENTION ARE MAXIMISED.

- 6.8 A characteristic of a sustainable society is one where citizens are able to live without fear of crime and anti-social behaviour. Good planning can play an important role in achieving environments that prevent or inhibit crime from taking place. Whilst this is most likely to be achieved through the design policies of local plans and the detailed control of development, the Structure Plan sets out a strategic framework which will enable local plan policies to be developed on a consistent basis.

## PI8 CONVERSION OF BUILDINGS

LOCAL PLAN POLICIES SHALL ALLOW THE CONVERSION OF BUILDINGS TO USES WHICH CONTRIBUTE TO THE RENAISSANCE OF TOWNS AND VILLAGES.

OUTSIDE SETTLEMENTS LOCAL PLAN POLICIES SHALL GIVE PREFERENCE TO THE CONVERSION OF PREVIOUSLY USED BUILDINGS TO AN EMPLOYMENT, TOURISM, SPORT OR RECREATIONAL USE THAT IS APPROPRIATE TO THE PARTICULAR LOCATION. CONVERSION TO RESIDENTIAL USE WILL ONLY BE APPROPRIATE WHERE:

- THE BUILDING IS CONSIDERED BY THE LOCAL PLANNING AUTHORITY TO BE OF ARCHITECTURAL OR HISTORIC MERIT AND THE CONVERSION WILL NOT CREATE ISOLATED OR SPORADIC HOUSING DEVELOPMENT IN THE COUNTRYSIDE;

OR

- THE CONVERSION IS FOR AFFORDABLE HOUSING TO MEET AN IDENTIFIED LOCAL NEED;

OR

- THE CONVERSION IS TO MEET AN ESSENTIAL AGRICULTURAL OR FORESTRY WORKERS NEED;

IN ALL CASES

- THE BUILDING MUST BE OF PERMANENT AND SUBSTANTIAL CONSTRUCTION;
- THE CONVERSION MUST BE ACHIEVED WITHOUT MAJOR OR COMPLETE RECONSTRUCTION OR HARM TO THE CHARACTER OF THE BUILDING AND ITS SURROUNDINGS;
- TRAFFIC GENERATED CAN BE SAFELY ACCOMMODATED BY THE LOCAL ROAD NETWORK;

AND

- THE CONVERSION IS ACCEPTABLE IN TERMS OF ITS IMPACT ON THE NEEDS OF PARTICULAR WILDLIFE SPECIES SUCH AS BATS AND OWLS.

- 6.9 The conversion of buildings has the potential to play an important role in preserving Shropshire's historic and architectural heritage and also meeting social and economic needs within towns and countryside. Their contribution to the overall land supply should be assessed through local plans. However, such conversions need to conform to the principles of sustainability and should not lead to sporadic and scattered housing development in the countryside. Consequently this policy requires Local Plans to permit conversions outside settlements in circumstances related to meeting important local housing need or other economic uses – including farm diversification - which can be justified in a particular location. In all cases conversions need to be carried out in a manner which respects the character and integrity of important buildings.
- 6.10 Whilst the re-use of redundant farm buildings can create employment opportunities and help farm diversification, it is important that these are not dispersed throughout the rural area in a way which undermines the aim to achieve sustainable development patterns, or which adds to traffic problems on unsuitable rural roads.

## **P19 MIXED USE DEVELOPMENTS**

NEW DEVELOPMENTS SHOULD, WHEREVER POSSIBLE, PROVIDE FOR A MIX OF APPROPRIATE USES WHICH INTEGRATE WITH OTHER USES IN THE IMMEDIATE AREA.

WHEREVER POSSIBLE A MIX OF USES WILL BE RETAINED, IMPROVED OR RE-ESTABLISHED THROUGH DEVELOPMENT PROPOSALS AND REGENERATION PROJECTS.

- 6.11 Mixed use developments contribute towards sustainable development in a number of ways: by improving the vitality and viability of centres by increased use, especially out of shop and office hours; by reducing the need to travel by mixing residential uses with a range of services and employment opportunities; by fostering social inclusion by making it easier and cheaper for people to reach facilities and jobs they need; and by generating increased activity thereby promoting viability and community safety. A more mixed arrangement of land uses can be achieved through both new development proposals and specific urban regeneration projects undertaken at either the district or county level.
- 6.12 When considering development proposals, consideration should be given to the effects on the mixture of uses in the area to ensure that areas retain their mixed use character or that the range of uses can be expanded.

## **P20 OPENSOURCE**

LOCAL PLANS SHALL ENSURE THAT THE NETWORK OF OPEN SPACES IN BUILT-UP AREAS, THEIR LINKS TO THE COUNTRYSIDE, THEIR CONTRIBUTION TO SETTLEMENT FORM AND CHARACTER, AND THEIR ROLE IN MEETING THE NEED FOR PUBLIC OPEN SPACE FOR FORMAL AND INFORMAL RECREATION AND IN

PROVIDING BIODIVERSITY, ARE ASSESSED AGAINST THE NEED FOR DEVELOPMENT.

WHERE LOCAL PLANNING AUTHORITIES IDENTIFY A SHORTAGE OF PUBLIC OPEN SPACE, LOCAL PLANS SHALL CONTAIN POLICIES TO PROTECT EXISTING AREAS AND TO DESIGNATE APPROPRIATE AREAS OF NEW PUBLIC OPEN SPACE FOR FORMAL AND INFORMAL RECREATION AS NECESSARY. NEW AREAS OF OPEN SPACE SHOULD, WHEREVER POSSIBLE, LINK WITH OTHER AREAS TO PROVIDE A NETWORK OF OPEN SPACE THROUGHOUT THE BUILT-UP AREA.

- 6.13 Directing most growth to towns must not lead to a degraded urban environment. Town cramming will be avoided by protecting important open spaces which are important to character and which can often be important wildlife habitats. Local Plans will need to assess the role that all open space can play within communities and balance this with the need for development. Local Plans will identify areas of open space which should be protected from development and designate new areas of open space necessary to ensure that an adequate standard of provision is achieved and maintained. Open spaces along watercourses in built up areas are often important corridors for wildlife and need special consideration. Further guidance can be found in PPG17 "Planning for Open Space, Sport & Recreation" issued in July 2002.

## P21 INFRASTRUCTURE AND FACILITIES

LOCAL PLANS SHALL ENSURE THAT DEVELOPMENT UTILISES EXISTING INFRASTRUCTURE. ALL DEVELOPMENT PROPOSALS SHALL ENSURE THAT ESSENTIAL INFRASTRUCTURE, INCLUDING TRANSPORT INFRASTRUCTURE, SERVICES AND FACILITIES ARE ALREADY PROVIDED OR WILL BE PROVIDED OR IMPROVED AS PART OF THE DEVELOPMENT.

LOCAL AUTHORITIES WILL SEEK CONTRIBUTIONS FROM DEVELOPERS WHERE SUCH PROVISION IS DIRECTLY RELATED TO THE DEVELOPMENT OR USE OF LAND.

LOCAL PLANS SHALL INDICATE LOCATIONS OR CIRCUMSTANCES WHERE DEVELOPER CONTRIBUTIONS MAY BE REQUIRED.

- 6.14 The provision of infrastructure, facilities and amenities, including water supply, required to enable a development to proceed will be considered as part of the local plan preparation and development control process. The impact of development on transport infrastructure, particularly rail, should take account of the detailed requirements of the operator or provider. As a general principle, the cost of development should not fall on the public purse and developers should ensure that such infrastructure will either be provided by the developer as part of the development or enter into agreement with the local authorities to contribute to such infrastructure and facilities as might be required. Developers might be expected to fund or contribute to car parking, public transport improvements, open space, community and social facilities such as schools etc. where the

need for these arises as a result of their development. Local Plans should set out the circumstances and criteria whereby contributions might need to be made.

## P22 TELECOMMUNICATIONS

LOCAL PLANS SHALL ENSURE THAT THE IMPORTANCE OF TELECOMMUNICATIONS INFRASTRUCTURE IS RECOGNISED AND THAT PROPOSALS FOR NEW TELECOMMUNICATIONS INFRASTRUCTURE DO NOT ADVERSELY AFFECT THE ENVIRONMENT OR LOCAL AMENITY. WHERE APPROPRIATE MAST SHARING WILL BE PREFERABLE TO NEW MASTS.

- 6.15 The rapid spread and speed of innovation in telecommunications continues to open up new horizons for its application. There will be increased opportunities to develop business efficiency, education applications, business and social communication and home based working whilst at the same time reducing the need to travel and overcoming some of the disadvantage of remoteness and social exclusion in the rural areas. Encouragement will be given to proposals which develop telecommunication systems but local plans will need to ensure that adverse impact of telecommunication apparatus on the environment is properly considered and controlled.

### MONITORING

- 6.16 Set out below are the indicators relevant to specific policies in this Chapter. Many of the selected indicators are relevant to more than one policy in the Plan. Where this is the case the indicator has been cross- referenced.

See paragraph 1.16 for a list of objectives.

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>
P15 - Protecting the Environment	•2 •3 •4 •5 •6 •7 •8 •9 •10 •11	Number of applications requiring an environmental impact assessment.	District Councils B of T&W, S.C.C.
	•12 •20	Examples of new developments, which have resulted in environmental enhancements.	District Councils B of T&W, S.C.C, Environment Agency (EA).
		Examples of new developments, which have integrated sustainable transport measures within the scheme.	District Councils B of T&W, S.C.C.

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>	
		Number of applications refused due to adverse impacts on traffic generation and the capacity of the road network to accommodate additional development (see also Policy 37).	B of T&W, S.C.C.	
		Number of applications refused due to the potential risk of pollution.	S.C.C., B of T&W, Districts, EA.	
		Good examples of new developments, which incorporate good design (see also Policy 28).	S.C.C., B of T&W, Districts.	
		Good examples of new developments, which feature water and or energy conservation principles in construction, orientation, layout and design. (See also indicators for Policy 21.)	S.C.C., B of T&W, Districts, EA.	
P16 - Air Quality	<ul style="list-style-type: none"> <li>•2</li> <li>•3</li> <li>•7</li> <li>•8</li> </ul>	<ul style="list-style-type: none"> <li>•10</li> <li>•12</li> </ul>	<p>Monitor air quality.</p> <p>Progress against national targets for air quality (See also Policies 2, 3, 5, 7, 9, 15, 28, 31).</p>	EA District Councils
P17 - Crime and Disorder	<ul style="list-style-type: none"> <li>•10</li> <li>•11</li> <li>•12</li> <li>•13</li> <li>•15</li> </ul>	<ul style="list-style-type: none"> <li>•21</li> <li>•22</li> </ul>	<p>Good examples of new developments where the developer has clearly included measures to promote community safety and crime prevention.</p> <p>Fear of crime surveys within Shropshire / Crime Audits within Shropshire.</p>	<p>West Mercia Police Authority, SCC, B of T&amp;W + District Councils</p> <p>West Mercia Police Authority, SCC, B of T&amp;W + District Councils</p>
P18 - Conversion of Buildings	<ul style="list-style-type: none"> <li>•10</li> <li>•11</li> <li>•12</li> <li>•15</li> <li>•17</li> <li>•23</li> </ul>		<p>Amount and type of development involving conversions of previously used buildings (see also Policy 3).</p> <p>Take up and location of previously used buildings for employment/ commercial/ leisure uses.</p>	<p>SCC, B of T&amp;W or District Councils</p> <p>SCC, B of T&amp;W or District Councils</p>

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>
		Number of applications to convert redundant farm buildings to residential use.	SCC, B of T&W or District Councils
		Number of applications to convert previously used buildings to affordable housing to meet an identifiable local need.	SCC, B of T&W or District Councils
		Number of applications to convert previously used buildings to housing for essential agricultural or forestry need.	SCC, B of T&W or District Councils
		Number of previously used buildings converted to residential use in town centres, villages, in the countryside and on the edge of towns.	SCC, B of T&W or District Councils
		Number of applications permitted for conversion of Listed Buildings to residential use.	SCC, B of T&W or District Councils
P19 - Mixed Use Developments	<ul style="list-style-type: none"> <li>•1</li> <li>•2</li> <li>•3</li> <li>•7</li> <li>•10</li> <li>•11</li> <li>•12</li> <li>•13</li> <li>•14</li> <li>•15</li> <li>•16</li> <li>•17</li> <li>•18</li> <li>•21</li> <li>•22</li> </ul>	<p>Number and type of new mixed-use development schemes.</p> <p>Number and type of applications, which have been refused because they were contrary to P19.</p>	<p>District Councils B of T&amp;W, and SCC.</p> <p>District Councils B of T&amp;W, and SCC.</p>
P20 - Open Space	<ul style="list-style-type: none"> <li>•6</li> <li>•10</li> <li>•11</li> <li>•12</li> <li>•15</li> <li>•16</li> <li>•21</li> </ul>	<p>Area of formal and informal open space in built up-areas.</p> <p>Number of applications refused due to impact on open space in built up-areas.</p> <p>Parks and Open spaces in urban areas per head of population.</p> <p>Proportion of population within 200 metres of parks and open spaces.</p>	<p>District Councils B of T&amp;W, and SCC.</p>

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>	
		Area of protected or designated open space in built-up areas (where the local plan identifies a shortage).	District Councils B of T&W, and SCC.	
P21 - Infrastructure and Facilities	<ul style="list-style-type: none"> <li>•1</li> <li>•2</li> <li>•3</li> <li>•4</li> <li>•5</li> <li>•7</li> <li>•13</li> <li>•16</li> </ul>	<ul style="list-style-type: none"> <li>•17</li> <li>•18</li> <li>•19</li> <li>•21</li> <li>•22</li> <li>•23</li> </ul>	<p>Number of proposals for the construction of new publicly funded infrastructure and facilities (including transport and utilities).</p> <p>Number of applications refused due to inadequate infrastructure provision.</p> <p>Number of applications where local authorities were able to seek contributions from developers.</p>	<p>District Councils B of T&amp;W, and S.C.C.</p> <p>District Councils B of T&amp;W, and S.C.C.</p> <p>District Councils B of T&amp;W, and S.C.C.</p>
P22 - Telecommunications	<ul style="list-style-type: none"> <li>•1</li> <li>•2</li> <li>•10</li> <li>•15</li> <li>•16</li> <li>•19</li> </ul>	<p>Monitor the outcome of applications for new telecommunications infrastructure. Including reasons for refusal / amendment and compliance with Policy 22 and relevant Local Plan Policy.</p> <p>Where prior notification / planning permission is required for mast sharing the number of proposals will be monitored.</p>	<p>District Councils B of T&amp;W,</p> <p>District Councils B of T&amp;W,</p>	



## Chapter 7

# historic environment

- 7.1 Shropshire and Telford & Wrekin have a wealth of historic buildings and sites. There are nearly 7000 buildings listed as being of special architectural or historic interest and many more that make a valuable contribution to the character and quality of the Plan area. Historic sites include Bronze Age ring ditches, a major Roman site at Wroxeter as well as other smaller Roman sites, medieval castle remains and important areas of industrial archaeological interest including the Ironbridge Gorge World Heritage Site.
- 7.2 It is the aim of the Joint Structure Plan to protect and enhance this important heritage as a crucial contribution to sustainable development. The strategic framework set out in this chapter will ensure consistency at local level whilst allowing the necessary detail to be worked out in local plans.

### P23 THE IRONBRIDGE GORGE WORLD HERITAGE SITE

LOCAL PLANS SHALL ENSURE THAT WITHIN THE IRONBRIDGE GORGE WORLD HERITAGE SITE SPECIAL ATTENTION IS PAID TO DEVELOPMENT PROPOSALS TO ENSURE THE PRESERVATION AND ENHANCEMENT OF THE CHARACTER, SETTING AND ARCHAEOLOGICAL INTERESTS OF THE SITE, THE AMENITY OF RESIDENTS AND THE VITALITY OF THE LOCAL ECONOMY.

- 7.3 The contribution of the Ironbridge Gorge to the Industrial Revolution is recognised as being of international importance through its designation as a World Heritage Site. It is important that proposed development is in harmony with the character and features of interest of this very special area. The Gorge is also a residential area and it is important that development of the tourism potential and other management and conservation initiatives take the needs and interests of local residents fully into account.

### P24 THE HISTORIC BUILT ENVIRONMENT

BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST AND BUILDINGS SCHEDULED AS ANCIENT MONUMENTS SHALL BE PROTECTED FROM DEVELOPMENT WHICH WOULD HAVE A DETRIMENTAL EFFECT ON THEIR FABRIC, CHARACTER AND SETTING, ESPECIALLY WHERE THIS WOULD AFFECT THEIR LISTED OR SCHEDULED STATUS.

PARTICULAR ATTENTION SHALL BE PAID TO CONSERVING LISTED BUILDINGS AT RISK.

SPECIAL ATTENTION SHALL BE PAID TO THE DESIRABILITY OF PRESERVING OR ENHANCING THE CHARACTER OR APPEARANCE AND SETTING OF CONSERVATION AREAS WHEN DEVELOPMENT OR ENHANCEMENT SCHEMES ARE PROPOSED IN OR ADJACENT TO THEM.

- 7.4 The many historic and architecturally fine buildings in Shropshire and Telford & Wrekin are an important finite resource which makes a valuable contribution to the character of towns, villages and countryside. Consequently development proposals which affect such buildings or their surroundings must respect their significance and special character. Demolition will be extremely rare and alterations will need to maintain the essential features and form of the building. The Buildings at Risk Survey (carried out by English Heritage) identified 890 buildings at particular risk and a further 1,915 which could easily deteriorate. It is therefore relevant to focus attention and funding on the most important buildings at risk.
- 7.5 There are over a hundred Conservation Areas in the Plan area within which it is the quality and interest of the area, rather than individual buildings that is the primary consideration. Within a Conservation Area any development proposed should ensure the protection or enhancement of the overall character or appearance of the area. Similarly enhancement schemes, whether related to townscape or traffic management, should be designed to make a positive contribution to the special quality of the area, having full regard to the reason for its designation. Local authorities should undertake character assessments of their Conservation Areas to inform decision taking.

## **P25 ARCHAEOLOGICAL SITES**

THERE WILL BE A PRESUMPTION AGAINST DEVELOPMENTS WHICH WOULD ADVERSELY AFFECT SCHEDULED ANCIENT MONUMENTS OR OTHER SITES OF NATIONAL ARCHAEOLOGICAL IMPORTANCE OR THEIR SETTINGS.

OTHER SITES OF KNOWN ARCHAEOLOGICAL OR HISTORIC IMPORTANCE INCLUDING HISTORIC BATTLEFIELDS AND THEIR SETTINGS SHALL BE PROTECTED FROM DEVELOPMENT WHEREVER POSSIBLE.

LOCAL PLANNING AUTHORITIES SHALL ASK FOR APPROPRIATE ARCHAEOLOGICAL INVESTIGATIONS TO DETERMINE THE IMPORTANCE OF THE SITES BEFORE A PLANNING APPLICATION IS DETERMINED.

- 7.6 Shropshire and Telford & Wrekin have a wealth of archaeological sites and features covering every chronological period. While many of these are of national importance and are recognised through designation as Ancient Monuments, the majority of sites are not

protected by legislation even though they are subject to the same threats and pressures as scheduled sites. Information on these sites is held on the Sites and Monuments Record. The aim of this policy is to protect nationally important sites and to ensure that where development is proposed on other archaeological sites, decisions are based on properly conducted investigations to ascertain the significance of the site. Where a planning consent is to be granted, the provisions of Planning Policy Guidance Note 16 "Archaeology and Planning" will be applied with regard to agreements on subsequent excavation, recording and preservation of finds.

## **P26 HISTORIC PARKS AND GARDENS**

LOCAL PLANS AND DEVELOPMENT AND MANAGEMENT PROPOSALS SHALL ENSURE THAT REGISTERED PARKS AND GARDENS ARE PROTECTED AND THAT APPROPRIATE MANAGEMENT IS APPLIED, HAVING REGARD TO THEIR SPECIAL FEATURES AND HISTORIC INTEREST, WILDLIFE HABITATS, LISTED BUILDINGS, AND THE CHARACTER OF THE SURROUNDING COUNTRYSIDE. CONSIDERATION SHOULD ALSO BE GIVEN TO PROTECTING OTHER IMPORTANT PARKS AND GARDENS.

- 7.7 Parks and gardens make a special contribution to the landscape because of their variety and interest, as well as their reflection of social history. English Heritage has established a Register of Parks and Gardens of Special Historic Interest in England. There are 32 sites in Shropshire and Telford & Wrekin included in this list. Local authorities are expected to protect registered parks and gardens although no additional statutory controls are available.
- 7.8 Other parks and gardens of significance have been included in a Gazetteer of Shropshire Parks and Gardens which lists a further 286 sites, 50 of which are of particular importance. This list includes sites in Telford & Wrekin and all are included in the Sites and Monuments Record.
- 7.9 This policy will ensure that a consistent approach is taken to the protection of these important historic sites at the local level. Local plans will need to include appropriate policies to augment the Supplementary Planning Guidance on the protection, care and management of historic parks and gardens published by Shropshire County Council.

### **MONITORING**

- 7.10 Set out below are the indicators relevant to specific policies in this Chapter. Many of the selected indicators are relevant to more than one policy in the Plan. Where this is the case the indicator has been cross-referenced.

See paragraph 1.16 for a list of objectives.

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>
P23 - Ironbridge Gorge World Heritage Site	<ul style="list-style-type: none"> <li>•10</li> <li>•11</li> <li>•12</li> <li>•22</li> </ul>	Number of enhancement schemes.	B of T&W, Bridgnorth D.C.
		Number of applications refused because of adverse impact.	B of T&W, Bridgnorth D.C.
		Amount and type of new development within the site.	B of T&W, Bridgnorth D.C.
P24 - The Historic Built Environment	<ul style="list-style-type: none"> <li>•10</li> <li>•11</li> <li>•12</li> </ul>	Number of applications refused due to impact on the historic built environment.	B of T&W + District Councils
		Number of Buildings on the At Risk Register.	English Heritage
		Number at 'particular risk'.	English Heritage
		Demolitions/loss of historic buildings/monuments.	S.C.C. + B of T&W
		New development within Conservation Areas.	S.C.C., B of T&W + District Councils
		Number and area of Conservation Areas.	B of T&W + District Councils
		Number of Village Design Statements / Conservation Area Statements.	B of T&W + District Councils
Number of ancient monument sites.	English Heritage, S.C.C., B of T&W		
P25 - Archaeological Sites	<ul style="list-style-type: none"> <li>•9</li> <li>•10</li> <li>•11</li> <li>•12</li> <li>•22</li> </ul>	Number of archaeological investigations triggered by planning applications.	S.C.C., B of T&W + District Councils
		Number of applications refused due to their potential impact on: - *Scheduled Ancient Monuments; *Sites of National and Local Archaeological importance.	S.C.C., T&W Council + District Councils
		Number of sites on the Sites and Monuments Record.	S.C.C. + T&W Council.
		Number of archaeological sites with maintenance regimes.	S.C.C., T&W Council + English Heritage.

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>
P26 - Historic Parks and Gardens	<ul style="list-style-type: none"> <li>•6</li> <li>•9</li> <li>•10</li> <li>•11</li> <li>•12</li> <li>•22</li> </ul>	Number of management agreements in place.	S.C.C., B of T&W + English Heritage.
		Amount of development within Historic Parks and Gardens.	S.C.C., B of T&W + District Councils
		Number of applications refused due to their potential impact on Historic Parks or Gardens.	District Councils + B of T&W
		Number and area of Historic Parks and Gardens and locally important parks and gardens.	S.C.C., B of T&W + English Heritage.



## Chapter 8

# town centres and retail development

- 8.1 Structure plan policy should aim to support the vitality and viability of town centres. Policy should support urban renaissance and seek to promote sustainable development principles. There should be an attempt to reduce car borne trips and to encourage public transport. Policy should foster social inclusion. It should provide a framework for successful and prosperous centres. In the highly competitive retail sector, it is important to have policy clarity and consistency across the structure plan area.
- 8.2 Whilst allowance must be made for future changes in the retail sector, policy must seek to ensure that these have a positive impact and do not destroy environmental and social capital embodied in existing town centres. This would have a particularly adverse effect in the extensive rural areas of the structure plan area.
- 8.3 The aim of the Structure Plan is to ensure a proper balance between different centres. There is a need to minimise the need to travel and ensure each town centre remains viable by offering an adequate range of facilities to local communities. The retail areas often form the historic core of our towns, the maintenance of which is a key objective. Sustaining and improving vitality and viability of town centres will help to secure full use of buildings and in that way achieve their care and maintenance.
- 8.4 Town centres are an important focus for many activities and trips. Many town centre trips are multipurpose journeys and each business helps reinforce another, creating a vital and viable town centre.
- 8.5 The following policy seeks to support the beneficial evolution of the established hierarchy in response to opportunities and constraints, so that each can serve its changing catchment area in a more sustainable way.

### P27 TOWN CENTRES AND RETAILING

THE OVERALL OBJECTIVE OF THIS POLICY IS TO SUPPORT THE BENEFICIAL EVOLUTION OF THE ESTABLISHED HIERARCHY OF CENTRES IN RESPONSE TO OPPORTUNITIES AND CONSTRAINTS, SO THAT EACH CAN SERVE ITS CHANGING CATCHMENT AREA IN A MORE SUSTAINABLE WAY.

THE ESTABLISHED HIERARCHY FOR THE PURPOSE OF PREPARING LOCAL PLANS IS AS FOLLOWS:

- THE SUB-REGIONAL CENTRES OF TELFORD AND SHREWSBURY ARE THE MAIN CENTRES IN THE STRUCTURE PLAN AREA. DEVELOPMENT IN THESE CENTRES SHOULD REFLECT THEIR ROLE AND THE SUB-REGIONAL AND

LOCAL CATCHMENTS THAT DEPEND ON THEM. TELFORD SHOULD EVOLVE INTO A MORE BROADLY BASED MULTI-FUNCTIONAL CENTRE.

- THE MARKET TOWNS PLAY AN IMPORTANT ROLE IN THE RURAL AREA. TOWN CENTRE DEVELOPMENTS WITHIN MARKET TOWNS SHOULD BE AIMED PRIMARILY AT SATISFYING NEEDS WHICH ARISE WITHIN THEIR CATCHMENT AREA.
- RETAIL AND OTHER USES IN SOME VILLAGES AND THE DISTRICT CENTRES IN TELFORD AND SHREWSBURY SHOULD BE APPROPRIATE TO MEETING THE NEEDS OF THEIR LOCAL CATCHMENT AREAS.

THE TOWN CENTRE STRATEGIES OF LOCAL PLANS SHOULD BE BASED ON STUDIES WHICH IDENTIFY THE EXTENT TO WHICH THE PRESENT FUNCTIONS OF CENTRES REINFORCE OR CONFLICT WITH THE ACHIEVEMENT OF A SUSTAINABLE PATTERN OF SETTLEMENT.

THE NEED FOR RETAIL AND OTHER KEY TOWN CENTRE DEVELOPMENT SHOULD BE CONSIDERED IN THE PREPARATION OF LOCAL PLANS AND, IF THIS EXISTS, THAT SITES BE IDENTIFIED VIA THE SEQUENTIAL APPROACH WHICH IS PRESENTED IN PPG6.

- 8.6 Town centres have an important role to play in achieving a sustainable pattern of development. Shopping and services of all kinds can be concentrated within town centres and not widely dispersed. This makes them easily accessible, bolsters urban renaissance, and supports sustainable development.
- 8.7 The Government's Urban White Paper discusses these themes in promoting an urban renaissance and underlining the importance of urban areas. PPG6 advocates the desirability of vital and viable town centres, and sets out a sequential approach to the location of retail development as a means of strengthening existing centres. It also highlights how vital and viable centres are fostered through a mix of uses including residential. The Rural White Paper stresses the importance of market towns in the rural economy, a vital consideration in the extensive rural areas of Shropshire and Telford & Wrekin.
- 8.8 The policy hierarchy will support existing centres in their current role, and ensure that retail development and service provision are steered towards locations that are suitable for their scale. The exact role of each centre will depend on local circumstances. The policy framework will ensure that town centres can play a role appropriate to their size and location. It is appropriate that there should be healthy business competition, but centres should not undermine each other, and they should evolve in relation to their role in the hierarchy in a complementary manner. This will safeguard investment and ensure that resources are husbanded to better achieve sustainable development.
- 8.9 All town centre hierarchies evolve. This is why local plans will need to closely analyse the specific role and capacity of each centre in preparing their town centre strategies. Strategically it is important that Telford town centre should increasingly take on the character and functions of a traditional town centre, increase its mix of uses, and augment its evening economy.

## P28 ASSESSING RETAIL AND TOWN CENTRE DEVELOPMENT

IN ASSESSING PROPOSALS FOR RETAIL AND TOWN CENTRE DEVELOPMENT LOCAL PLANNING AUTHORITIES SHOULD ENSURE THAT:

- THE NEED FOR A PROPOSED SCHEME OF RETAIL AND OTHER KEY TOWN CENTRE DEVELOPMENT, AND THE SEQUENTIAL APPROACH TO SITE SELECTION, SHOULD BE DEMONSTRATED WHERE A PLANNING APPLICATION RELATES TO A SITE NOT IDENTIFIED IN AN ADOPTED LOCAL PLAN.
- OUT-OF-CENTRE PROPOSALS FOR RETAIL OR OTHER DEVELOPMENT APPROPRIATE TO A TOWN CENTRE LOCATION SHOULD NOT ALONE, OR IN COMBINATION WITH OTHER EXISTING OR COMMITTED SCHEMES, HAVE A SIGNIFICANTLY ADVERSE EFFECT ON THE VITALITY OR VIABILITY OF ESTABLISHED CENTRES, BOTH WITHIN AND BEYOND THE STRUCTURE PLAN AREA;
- THE RETAIL ROLE OF CENTRES IS PROTECTED AND ENHANCED BY ENCOURAGING THE DIVERSIFICATION OF LAND USES. WHERE PRACTICABLE, PROPOSALS FOR OFFICES, HOTELS AND ENTERTAINMENT FACILITIES SHOULD BE DIRECTED TO TOWN CENTRES OR THEIR FRINGES; AND
- RETAIL AND OTHER KEY TOWN CENTRE DEVELOPMENT ARE NOT PERMITTED ON LAND ALLOCATED FOR EMPLOYMENT USES, UNLESS IT CAN BE DEMONSTRATED THAT THERE IS AN ADEQUATE ALTERNATIVE SUPPLY OF EMPLOYMENT LAND, AND THAT THERE WILL BE NO CONFLICT WITH EXISTING OR PROPOSED USES ON ADJOINING LAND.

- 8.10 This policy sets out important strategic guidelines that in operation will support the vitality and viability of town centres. Used across the structure plan area the guidelines will help give effect to the sequential approach of PPG6, and will ensure that the location of development and uses supports rather than undermines existing centres.

### MONITORING

- 8.11 Set out below are the indicators relevant to specific policies in this Chapter. Many of the selected indicators are relevant to more than one policy in the Plan. Where this is the case the indicator has been cross referenced.

See paragraph 1.16 for a list of objectives.

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>
P27 - Town Centres and Retailing	<ul style="list-style-type: none"> <li>•1</li> <li>•2</li> <li>•3</li> <li>•10</li> <li>•11</li> <li>•12</li> <li>•13</li> <li>•15</li> <li>•16</li> <li>•17</li> <li>•18</li> <li>•19</li> <li>•21</li> <li>•22</li> </ul>	Number and type of permitted developments completed in:- <ul style="list-style-type: none"> <li>• the centres of Telford and Shrewsbury;</li> <li>• in the market towns (including retail, residential, employment, mixed use, leisure).</li> </ul>	District Councils B of T&W, SCC.
		Take up of land allocated for retail and other key town centre development in the Local Plans.	District Councils B of T&W
		Number and type of applications permitted and refused for out of town retail developments and the reasons why.	District Councils B of T&W
		Number and type of permitted retail developments outside the market towns.	District Councils B of T&W
P28 - Assessing Retail and Town Centre Development	<ul style="list-style-type: none"> <li>•1</li> <li>•2</li> <li>•3</li> <li>•10</li> <li>•11</li> <li>•12</li> <li>•13</li> <li>•15</li> <li>•16</li> <li>•17</li> <li>•18</li> <li>•19</li> <li>•21</li> <li>•22</li> </ul>	Retail, business and residential vacancy rates.	District Councils B of T&W, S.C.C.
		Retail floorspace by type.	B of T&W, S.C.C.
		Pedestrian flows in the main town centres.	
		Number of town centre improvement or enhancement schemes.	B of T&W, S.C.C.
		Rent levels of commercial properties in town centres.	
		Retail and other key town centre development permitted on land allocated for employment uses and reasons why.	B of T&W, District Councils

## Chapter 9

# tourism and recreation

- 9.1 The Severn Gorge with its museums, the historic town of Shrewsbury, high quality landscape, the historic market towns and attractive villages, are all major attractions for residents and visitors alike. Providing for tourism and recreation can increase employment and prosperity and can assist in diversifying the rural economy. Rising demand for tourism and recreation does place burdens on attractive landscapes and historic towns, and it is important that the Joint Structure Plan provides a policy framework that will guide sustainable decisions at the local level.

### P29 RECREATION AND TOURISM

LOCAL PLANS SHALL ENSURE PROPOSALS FOR TOURISM, SPORTS AND RECREATIONAL FACILITIES INCLUDING RECREATION IN THE COUNTRYSIDE DO NOT HAVE A DETRIMENTAL EFFECT ON THE ENVIRONMENT, THE AMENITIES OF THE LOCALITY, OR ON LOCAL COMMUNITIES.

NEW FACILITIES SHOULD BE ACCESSIBLE BY A VARIETY OF MEANS OF TRANSPORT, ESPECIALLY PUBLIC TRANSPORT.

LARGE SCALE DEVELOPMENTS SHOULD BE LOCATED WHERE THERE IS SUFFICIENT INFRASTRUCTURE AND PUBLIC TRANSPORT TO SERVICE THESE DEVELOPMENTS IN A SUSTAINABLE WAY.

- 9.2 Local plans will need to make specific proposals for tourism and recreation and to include criteria for the acceptance of new development. The policy recognises that major facilities can have a detrimental effect on the environment, particularly in the countryside, and that care will need to be taken with their location. Rural locations are often more suited to tourism and recreation based on the countryside itself rather than on built facilities.
- 9.3 Accessibility is a key issue for tourist and recreational development. In order to ensure the widest possible opportunities for use, new facilities should be served by a variety of means of transport including, wherever possible, public transport.
- 9.4 Cycling and walking are themselves forms of recreation and policies in the transport chapters support these important activities.

## P30 RESTORATION OF CANALS

LOCAL PLANS SHALL ENSURE THAT PROPOSALS FOR THE RESTORATION OF THE MONTGOMERY CANAL, THE NEWPORT – SHREWSBURY CANAL AND THE WHITCHURCH ARM CANAL, ARE GIVEN FAVOURABLE CONSIDERATION WHERE THEY DEMONSTRATE:

- AN ACCEPTABLE INTEGRATION OF RECREATIONAL USE OF THE WATERWAYS WITH THE PROTECTION AND ENHANCEMENT OF THE WILDLIFE AND BIODIVERSITY OF THE WATERWAY AND ITS CORRIDOR;
- THE RESTORATION AND CONSERVATION OF ANY ASSOCIATED BUILDINGS OR FEATURES OF ARCHITECTURAL OR HISTORIC IMPORTANCE;
- AN ACCEPTABLE LEVEL OF IMPACT ON THE AMENITY OF LOCAL RESIDENTS; AND
- THE AVAILABILITY OF A SUSTAINABLE WATER SUPPLY.

PROPOSALS IN THE VICINITY OF THE MONTGOMERY CANAL SHOULD NOT JEOPARDISE THE COMPLETION OF RESTORATION TO CRUISING STANDARD.

- 9.5 The remaining disused canals in Shropshire are an important historic, recreational and nature conservation resource. Because of the scale and geographical spread of the canals it is important that some overall strategic guidance is included in the Joint Structure Plan. The criteria in this policy will ensure that policies in local plans encourage restoration subject to satisfactory environmental safeguards.
- 9.6 Currently the Montgomery Canal is undergoing restoration and the County Council will support efforts to complete restoration to cruising standard. Restoration of the abandoned Newport to Shrewsbury Canal is also supported in principle. However, this is likely to be a long-term project with significant infrastructure problems to be overcome requiring considerable sums of money.
- 9.7 Restoration projects must secure a reliable source of water. The need to protect sometimes fragile wildlife habitats and the needs of wildlife species will also have to have high priority in restoration schemes. Consultation with the Environment Agency and English Nature at an early stage is essential.

## MONITORING

- 9.8 Set out below are the indicators relevant to specific policies in this Chapter. Many of the selected indicators are relevant to more than one policy in the Plan. Where this is the case the indicator has been cross referenced.

See paragraph 1.16 for a list of objectives.

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>	
P29 - Recreation	<ul style="list-style-type: none"> <li>•1</li> <li>•2</li> <li>•3</li> <li>•10</li> <li>•11</li> <li>•12</li> <li>•13</li> <li>•15</li> </ul>	Number and type of applications permitted for new sports, tourism or recreational facilities and analysis of their location.	District Councils B of T&W and S.C.C.	
		<ul style="list-style-type: none"> <li>•16</li> <li>•17</li> <li>•18</li> <li>•19</li> <li>•21</li> <li>•22</li> </ul>	Number of applications for new sports, tourism or recreational facilities refused and analysis of reasons why.	District Councils B of T&W and S.C.C.
		Number of completed development schemes for sports, tourism or recreational facilities utilising public transport to service the development.	District Councils B of T&W and S.C.C.	
P30 - Restoration of Canals	<ul style="list-style-type: none"> <li>•1</li> <li>•2</li> <li>•3</li> <li>•10</li> <li>•11</li> <li>•12</li> <li>•13</li> <li>•15</li> </ul>	Number of proposals permitted for the restoration of the Montgomery Canal, the Newport – Shrewsbury Canal and the Whitchurch Arm Canal.	District Councils B of T&W and SCC.	
		<ul style="list-style-type: none"> <li>•16</li> <li>•17</li> <li>•18</li> <li>•19</li> <li>•21</li> <li>•22</li> </ul>	Number of applications for Canal restoration schemes refused or amended as they were contrary to Policy 30 and the relevant Local Plan policies.	District Councils B of T&W and SCC.
		Number of works / proposals (in the pipeline) for Canal restoration in the Plan area, initiated by British Waterways.	B of T&W and SCC.	
		Length of navigable canal in the Plan area.	B of T&W and SCC.	



# part 4

## ACCESSIBILITY AND COMMUNICATIONS

- 10.1 Access to workplaces, services and facilities is important for the efficient economic functioning of the Structure Plan area and for the well-being of its people. Both Shropshire and Telford & Wrekin have a wide range of transport opportunities. Although this includes facilities for pedestrians and cyclists, local bus and train services, community transport and a comprehensive network of roads and lanes, these are concentrated in the urban areas. In the rural area there is still a heavy reliance on the private car for many journeys as there is often no alternative.
- 10.2 Road traffic in urban and rural parts of the Plan area is growing faster than in most parts of the country, at some 3.5% per year. Over the last twenty years traffic on local roads has more than doubled. According to Government projections, it could increase again by a third over the next twenty years. Such an increase would be unacceptable since it would lead to a greatly degraded environment.
- 10.3 The environmental impacts of road traffic are significant - 90 % of carbon monoxide and 51% of nitrogen oxide pollution arises from road traffic which is also a growing source of other pollutants such as nitrogen dioxide, sulphur dioxide and benzene. The increase in congestion that results from increasing road traffic growth also leads to higher accident levels and ever increasing congestion costs. These disbenefits can be expected to increase in line with the national forecast increase in road traffic.
- 10.4 The Structure Plan aims to contribute to a more sustainable environment by reducing the number of journeys, particularly by car, people need to make to get to work, school, the shops and other facilities. The key to this lies in land use patterns that reduce the need for journeys and the development of more environmentally sustainable transport systems. The Structure Plan strategy therefore seeks to concentrate development at points along important transport corridors. However, this must be reinforced by transport modes that are themselves sustainable. Thus this Structure Plan emphasises the important role of public transport, walking and cycling, including motor bikes, as alternatives to using private cars.

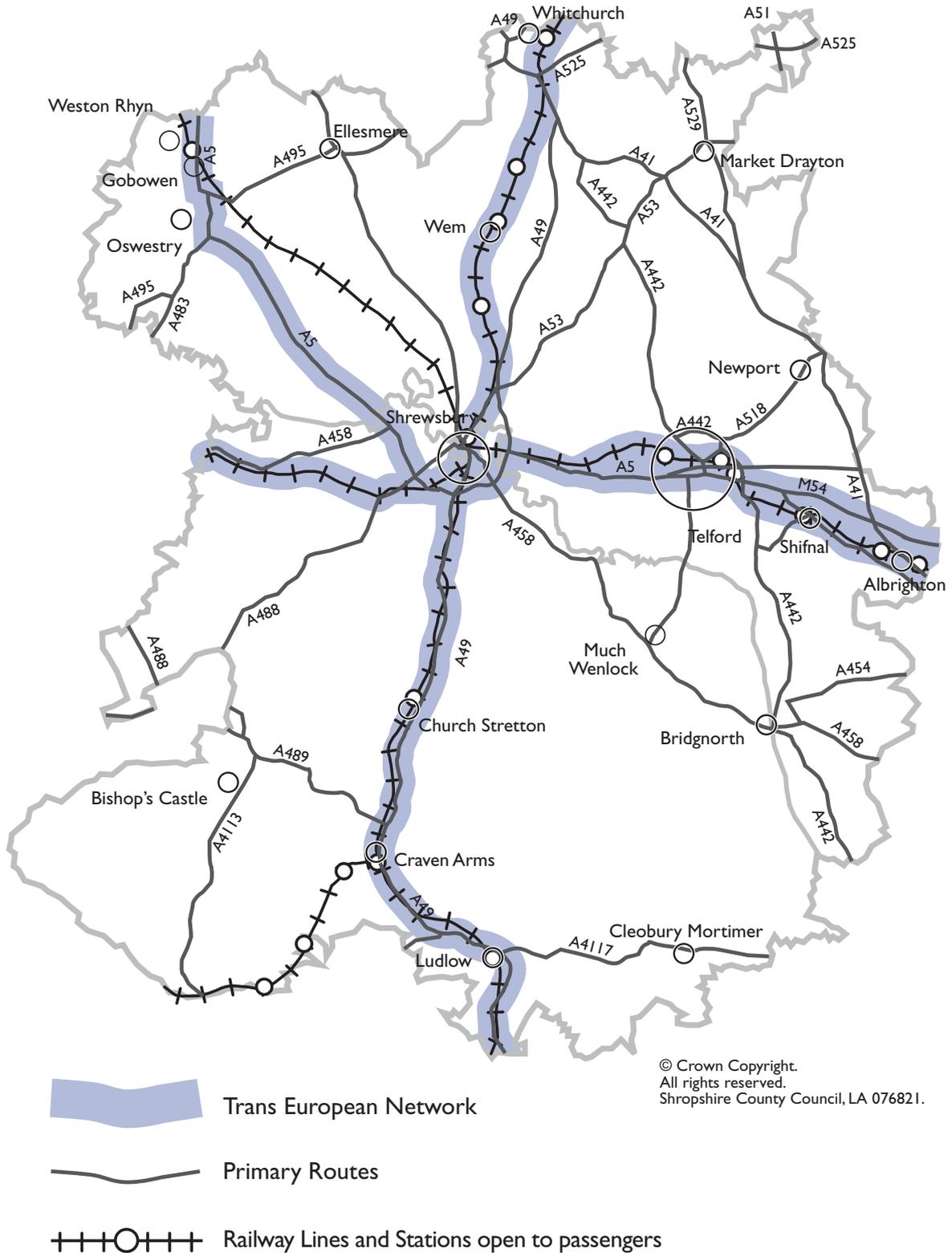


## Chapter 10

# sustainable transport

- 10.5 Several important objectives guide the Structure Plan's transport strategy:
- To maintain and develop the infrastructure needed for the efficient and safe movement of people and goods.
  - To reduce the adverse effects of traffic and transport on people and the environment.
  - To improve safety.
  - To reduce the need to travel especially by private car in the Structure Plan area.
  - To encourage patterns of development which reduce the need to travel.
  - To promote the use of public transport.
  - To improve interchange between different modes of travel.
  - To promote cycling, especially in towns.
  - To make the centres of towns and villages safer and more attractive for pedestrians and cyclists.
  - To have special regard to the transport needs of vulnerable groups.
  - To encourage the transfer of freight from road to rail.
- 10.6 There is now increasing recognition of the need to limit unnecessary journeys. PPG 13 requires structure plans to develop policies which help reduce the length and frequency of motorised journeys and to encourage alternative means of travel with less environmental impact and social exclusion. An integrated approach between land use planning and transport is required. Regional Planning Guidance lays emphasis on siting growth within key transport corridors.
- 10.7 There will be a much greater emphasis on public transport, walking and cycling rather than the car and greater use of telecommunications as a substitute for travel. Nevertheless, it is recognised that the car will continue to play an important part in travel patterns particularly in the remoter rural areas. The means of achieving these objectives are set out in the Local Transport Plans for Telford & Wrekin and Shropshire.

**Figure 6**  
**transport network**



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### P3 I SUSTAINABLE TRANSPORT STRATEGY

LOCAL PLAN POLICIES AND DEVELOPMENT AND MANAGEMENT PROPOSALS SHALL ENSURE THAT IN ORDER TO REDUCE THE NEED TO TRAVEL A SUSTAINABLE TRANSPORT STRATEGY IS PURSUED WHICH CONTAINS THE FOLLOWING MEASURES:

- IMPROVING ACCESSIBILITY WHILST REDUCING THE NEED TO TRAVEL BY PRIVATE CAR;
  - ESTABLISHING LAND USE PATTERNS WHICH ENCOURAGE ACCESS BY A VARIETY OF TRANSPORT MODES AND WHICH REDUCE THE NEED TO TRAVEL;
  - IMPROVING PUBLIC TRANSPORT;
  - IMPROVING CONDITIONS FOR PEDESTRIANS AND CYCLISTS;
  - IMPLEMENTING TRAFFIC MANAGEMENT SCHEMES AND SAFETY MEASURES TO REDUCE THE IMPACT OF TRAFFIC IN WAYS WHICH ARE SYMPATHETIC TO THE SURROUNDING ENVIRONMENT;
  - MANAGING CAR PARKING TO ENCOURAGE THE USE OF PUBLIC TRANSPORT;
- AND
- IMPROVING COMMUNITY SAFETY.

- 10.8 A sustainable development strategy will be implemented through the process of strategic land use planning and through detailed proposals that secure a multi-modal transport strategy.
- 10.9 Concentrating both new housing and employment development in transport corridors, and particularly where there is public transport or where public transport could be strengthened and enhanced, is a key part of the regional planning and transport strategy set out in RPG11 and will be a priority. The road and rail corridor from Shrewsbury via Telford to Birmingham is the principal strategic corridor. Most development will be located in Shrewsbury and Telford and this route should be a priority for investment in infrastructure for public transport.
- 10.10 A quarter of households do not have a car and alternative transport facilities will need to be put in place to reduce social exclusion in both urban and rural areas. The strategy will be easier to implement in urban areas, but in a large, mainly rural area, many journeys will have to continue to be made by car. Nevertheless, implementing the development strategy and improving innovative public transport services will help to reduce the dependence on the private car and increase accessibility to jobs and services.
- 10.11 The Structure Plan also recognises the important role that walking and cycling can play in reducing the number of journeys by car. Short journeys (less than 3 kilometres) by car are the most polluting and mainly needless for able bodied people. Improving facilities for pedestrians and cyclists can help to reduce this type of car journey. Walking and cycling are important modes of transport in their own right and should not be seen solely as leisure activities.

- 10.12 The Local Transport Plans will set out detailed schemes for the development of a sustainable transport system. These will include
- improvements to public transport which make journeys by bus and rail easier, safer, convenient and more comfortable and which encourage a switch from car to public transport for either all or part of a journey;
  - development of further park and ride schemes for shoppers and commuters;
  - implementing integrated packages which include better bus and rail interchanges, improved bus stops, bus lanes and bus stations;
  - ensuring safety is at the forefront of pedestrian policies in order to alleviate fear of crime;
  - improving conditions for pedestrians and cyclists;
  - creating and extending new cycleways and footpaths;
  - linking the footpath and cycleway network to key destinations such as local and district centres, schools, places of employment, leisure facilities, bus and rail stations;
  - maintaining and improving the road network;
  - implementing traffic calming and other traffic and parking management measures where appropriate;
  - providing a small number of bypasses and other road schemes.
- 10.13 Where traffic congestion is a problem in towns, this will be tackled by a mixture of traffic management, public transport enhancement and car parking management. At the same time this will help to promote the use of alternative modes of transport.
- 10.14 In order to support local businesses and vibrant and competitive centres, car parking will be managed to ensure a supply of convenient spaces favouring disabled people, shoppers, leisure and essential business trips.

## **P32 PUBLIC TRANSPORT**

THE STRATEGIC AUTHORITIES WILL, THROUGH LOCAL PLANS AND THE CONSIDERATION OF DEVELOPMENT PROPOSALS, PROMOTE THE DEVELOPMENT OF A COMPREHENSIVE AND INTEGRATED PUBLIC TRANSPORT NETWORK BY:

- PROMOTING IMPROVEMENTS TO PUBLIC TRANSPORT PARTICULARLY IN RURAL AREAS;
- DEVELOPING PARK AND RIDE SCHEMES;
- SEEKING CONTRIBUTIONS FROM DEVELOPERS FOR PUBLIC TRANSPORT IMPROVEMENTS;

- PROMOTING BETTER INTERCHANGE BETWEEN DIFFERENT MODES OF TRANSPORT;
  - PROMOTING IMPROVEMENTS TO THE MAIN RAIL CORRIDORS;
  - PROMOTING EMPLOYMENT DEVELOPMENT CLOSE TO RAILWAY STATIONS;
- AND
- DEVELOPING INNOVATIVE AND FLEXIBLE FORMS OF PUBLIC TRANSPORT ESPECIALLY IN THE RURAL AREA.

- 10.15 Improvements to public transport will be more successful if an integrated approach is adopted. This will include establishing quality bus routes, improved facilities and improving the linkages between services and the interface between private and public transport. Improvements to the rail services and facilities must be included in the integrated approach. Rail and bus services and timetables need to be co-ordinated so that the public transport journey can commence, as far as possible, almost from the doorstep. The local authorities will work in partnership with public transport providers and others to ensure that an adequate level of service is provided. The Local Transport Plans prepared by the two strategic authorities will set out a five year strategy and funding package.
- 10.16 When new developments are proposed in locations where public transport is absent or inadequate, developers should contribute to the creation of a new or improved public transport service that serves the proposal.
- 10.17 The primary road network will form the basis of improved bus services linking the towns and main villages. Together with the railways the primary roads will provide improved communications within the Joint Structure Plan area and between it and the rest of the UK and Europe. This will improve accessibility to jobs and facilities for people and to markets for companies and so help to secure a viable local economy.
- 10.18 Park and ride schemes operate successfully in Shrewsbury. It is likely that Telford and Wrekin will develop park and ride along its Quality Bus Routes during the plan period in line with Telford's growth and the redevelopment of the town centre. Schemes may become viable in some larger market towns and there may be an opportunity to encourage park and ride schemes at railway stations aimed specifically for commuters. District Councils are expected to investigate the potential that can be played by increased car parking at railway stations in Local Plan reviews.
- 10.19 When undertaking reviews of Local Transport Plans the Strategic Authorities will examine the operation and effectiveness of local park and ride facilities. In particular to assess whether they add to the overall number of car journeys and if they play a role in changing the way town centre car parks are used and traffic movements in relation to car parks and on-street parking.
- 10.20 In terms of strategic park and ride local authorities in the West Midlands are to undertake a joint study of the need for, potential of, and location of strategic park and ride facilities based on regional planning guidance. Such facilities can help to promote

more sustainable travel patterns at the regional scale. It is anticipated that any proposals for such facilities will be put forward in the emerging revised Regional Planning Guidance which will incorporate the Regional Transport Strategy.

- 10.21 It will be difficult to increase public transport provision in the remoter rural areas. In these locations encouraging a switch from car to public transport calls for the need for more innovative and flexible forms of public transport based on community transport initiatives such as voluntary car schemes, post buses and dial a ride schemes.
- 10.22 Local plans will identify opportunities to improve facilities for public transport, for example new bus stops, bus shelters and encouraging higher quality facilities. They should also include any necessary land allocations for public transport facilities such as new bus stations.

### **P33 SAFEGUARDING RAIL INFRASTRUCTURE**

REDUNDANT RAILWAY INFRASTRUCTURE SHALL BE SAFEGUARDED FROM DEVELOPMENT WHICH WOULD PRECLUDE ITS RE-USE FOR RAILWAY OPERATIONS OR ITS USE FOR ALTERNATIVE PUBLIC TRANSPORT SCHEMES OR AS ROUTES FOR PEDESTRIANS AND CYCLISTS.

- 10.23 There are a number of disused rail lines and rail sidings and others may become redundant over the Joint Structure Plan period. In the past, the potential offered by disused lines and infrastructure to contribute to new rail operations, alternative public transport routes, or leisure routes, cycle ways and long distance footpaths has been lost by fragmentation and piecemeal development. This policy seeks to ensure that in future, in consultation with the Strategic Rail Authority and others, such redundant infrastructure is made available for rail operations or alternative transportation use, where it is capable of doing so.

### **P34 RAIL FREIGHT**

THE LOCAL PLANNING AUTHORITIES WILL ENCOURAGE THE EXPANSION OF RAIL FREIGHT BY:

- THE DEVELOPMENT OF RAIL FREIGHT FACILITIES AT HARLESCOTT TO SERVE SHREWSBURY AND AT DONNINGTON TO SERVE TELFORD;
- ENCOURAGING NEW DEVELOPMENTS WHICH USE FREIGHT CAPABLE OF BULK TRANSPORT TO LOCATE WHERE THEY CAN MAKE USE OF RAIL FACILITIES;
- THE GREATER USE OF EXISTING PRIVATE SIDINGS AND THE INTRODUCTION OF NEW ONES;

AND

- THE PROVISION OF FREIGHT HANDLING AND TRANSPORT FACILITIES AT STATIONS AND OTHER LOCATIONS.

- 10.24 Virtually all of the freight traffic in Shropshire and Telford & Wrekin is transported by road. Not only can this be expected to increase in line with national trends, but the position of Telford as a regional growth point and significant expansions anticipated in its industrial, distribution and service base, will lead to increasing volumes of road freight. This will have an impact on traffic levels throughout the Structure Plan area. Transportation by rail could play a key role in reducing these levels. The increased use of the Chester - Shrewsbury - Wolverhampton and the Crewe - Shrewsbury - Cardiff lines for freight traffic is regarded as particularly important in reducing traffic and environmental problems on the A5 and A49.
- 10.25 The Strategic Authorities are promoting the development of rail freight facilities at Harlescott in north Shrewsbury and Donnington in Telford on rail lines which are important links in the west coast main line, and the Crewe - Shrewsbury - Wolverhampton line that is part of the Trans-European Network. They provide links to other major rail freight terminals and therefore opportunities for business to make the fullest use of rail freight when involved in European trade. Local Plan policies and economic development initiatives will encourage appropriate companies to locate or expand adjacent to rail lines which offer potential to construct rail freight terminals. Shrewsbury in particular is a rail gateway occupying a pivotal position on all of these main lines and therefore has good potential to develop a major rail freight depot. Telford is the main source of rail freight in the Plan area and has the potential to generate greater interest in the future.
- 10.26 Opportunities to transport minerals from local sites by rail, including establishing new rail heads, should be considered by site operators and in the review of the Minerals Local Plan.
- 10.27 Where appropriate, the Structure Plan Authorities will support applications for grant aid under Section 8 of the Railway Act 1974 to assist firms to establish rail head facilities.

## P35 ROAD FREIGHT

LOCAL PLAN POLICIES AND DEVELOPMENT AND MANAGEMENT PROPOSALS SHALL ENSURE THAT THE IMPACT OF LORRIES ON COMMUNITIES AND THE ENVIRONMENT IS MINIMISED BY:

- ENCOURAGING HEAVY COMMERCIAL VEHICLES TO USE THE NATIONAL PRIMARY ROAD NETWORK AND OTHER DESIGNATED ROUTES;
- ESTABLISHING A NETWORK OF TRANSIT LORRY PARKS AND DISCOURAGING THE PARKING OF LORRIES IN LAY-BYS AND RESIDENTIAL AREAS;
- LOCATING NEW DEVELOPMENTS WHICH ARE LIKELY TO GENERATE SIGNIFICANT AMOUNTS OF HEAVY GOODS TRAFFIC WHERE THEY ARE EASILY ACCESSIBLE BY AN APPROPRIATE ROUTE TO THE NATIONAL PRIMARY ROAD NETWORK OR CAN BE SERVED BY RAIL;
- ESTABLISHING WHERE POSSIBLE TRANSHIPMENT FACILITIES;

AND

- ENCOURAGING THE TRANSFER OF FREIGHT TO RAIL.

- 10.28 The movement of freight by road is important to the economy of Shropshire and Telford & Wrekin. However, the movement of lorries must be carefully controlled in order to protect certain areas from the adverse impacts which heavy lorries can have. In the rural area the use of unsuitable minor roads as short-cuts poses potential danger to other road users, harms the fabric of the road and causes damage to verges. In towns heavy lorries can interrupt traffic flow, damage buildings and cause danger and nuisance to pedestrians.
- 10.29 The Highway Authorities will seek to minimise environmental problems by signing lorries to the primary route network, establishing preferred routes to farms, quarries and other established rural firms and discouraging the unnecessary use of residential streets and shopping areas. New developments that will generate heavy goods traffic will only be permitted where access by suitable roads can minimise environmental problems.
- 10.30 The parking of lorries in residential areas, lay-bys and villages will be controlled where possible. The Highway Authorities would welcome proposals to establish transit lorry parks on the primary route network to overcome this problem.

### **P36 THE TRANS-EUROPEAN NETWORK (TEN)**

LOCAL PLANS AND DEVELOPMENT AND MANAGEMENT PROPOSALS SHALL SUPPORT APPROPRIATE IMPROVEMENTS OF BOTH ROAD AND RAIL ROUTES FORMING PART OF THE TRANS-EUROPEAN NETWORK PROVIDED THAT THEY ARE COMPATIBLE WITH POLICIES P31 AND P37.

- 10.31 The A5/M54 forms part of the Ireland-UK-Benelux Priority Road Trans-European Network. This route is eligible for European funding for improvements. An improved A5 is likely to increase the level of road freight traffic through the area. Whilst this would assist employment opportunities in towns such as Oswestry, it runs counter to the principles of sustainable development, namely the objective to transfer road freight to rail and encourage greater use of public transport. The two authorities are therefore pressing the case with the EU for giving Priority TEN status to the Chester-Shrewsbury-Wolverhampton rail route. This would then create a multi-modal strategic transport corridor, integrating the existing West Coast Main Line and the Ireland/UK/Benelux road link, to develop a fully sustainable Priority TEN route across the UK.
- 10.32 The Birmingham-Telford-Shrewsbury-Aberystwyth railway and the Cardiff-Shrewsbury-Crewe railway are already designated as "conventional rail" TENs. The local authorities will continue to press the case that the rail lines should have equal priority to roads, to secure European funding to achieve a number of line improvements. These rail routes will create a more attractive alternative to road transport, take pressure off the West Coast Mainline, and take up latent demand for rail freight and assist in the provision of rail freight terminals.

## MONITORING

10.33 Set out below are the indicators relevant to specific policies in this chapter. Many of the selected indicators are relevant to more than one policy in the Plan. Where this is the case the indicator has been cross referenced.

See paragraph 1.16 for a list of objectives.

Policy	Objectives	Indicator	Source
P31 – Sustainable Transport Strategy	<ul style="list-style-type: none"> <li>•1</li> <li>•2</li> <li>•3</li> <li>•7</li> <li>•10</li> <li>•12</li> <li>•13</li> <li>•19</li> <li>•21</li> <li>•22</li> <li>•23</li> </ul>	Amount and type of private journeys by car.	S.C.C. Survey
		Journey to work patterns.	Census
		Car ownership.	Census
		Levels of self containment.	Census
		Change in parking provision in town centres (off-street / public parking provision).	S.C.C., District Councils (survey work)
		Monitor serious and fatal pedestrian and cyclist casualties.	S.C.C. Road Safety, Police
		Amount and length of new cycleways.	S.C.C.+ B of T&W - LTP
		Number of projects to improve conditions for cyclists.	S.C.C.+ B of T&W - LTP
P32 – Public Transport	<ul style="list-style-type: none"> <li>•1</li> <li>•2</li> <li>•3</li> <li>•7</li> <li>•10</li> <li>•12</li> <li>•13</li> <li>•14</li> <li>•15</li> <li>•19</li> <li>•21</li> <li>•22</li> <li>•23</li> </ul>	Amount and length of new pedestrian routes/areas.	S.C.C. + B of T&W - LTP
		Number of projects to improve conditions for pedestrians. See also policies 11 and 12.	S.C.C. + B of T&W - LTP
		Change in bus and rail passenger journeys.	S.C.C.+ B of T&W - LTP
		Number of new Park and Ride facilities and parking spaces provided.	S.C.C.+ B of T&W - LTP
		Number of settlements with integrated rail and bus information.	S.C.C.+ B of T&W - LTP
		Number of passengers carried by alternative transport initiatives. (See also policies 11, 12 and 31)	District Councils S.C.C. - ITU Survey

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>
P33 - Safeguarding Rail Infrastructure	<ul style="list-style-type: none"> <li>•3</li> <li>•7</li> <li>•12</li> <li>•16</li> <li>•17</li> </ul>	Number of applications refused or modified because of impact on safeguarded rail infrastructure.	District Councils
		Number and type of developments utilising safeguarded rail infrastructure.	S.C.C. + B of T&W
		Infrastructure lost to development.	S.C.C. + B of T&W
P34 - Rail Freight	<ul style="list-style-type: none"> <li>•1</li> <li>•3</li> <li>•7</li> <li>•12</li> <li>•16</li> <li>•21</li> <li>•22</li> </ul>	Amount of freight moved by rail to and from Shropshire.	EWS and other operators
		Number of applications for rail freight site(s).	S.C.C.+ B of T&W
P35 - Road Freight	<ul style="list-style-type: none"> <li>•1</li> <li>•3</li> <li>•7</li> <li>•12</li> <li>•16</li> <li>•21</li> <li>•22</li> </ul>	Amount of freight moved by road to / from Shropshire.	Road Haulage Association.
		Number of lorry parks and spaces.	District Councils
		Number of transshipment facilities.	S.C.C., B of T&W, District Councils
P36 – The Trans-European Network	<ul style="list-style-type: none"> <li>•1</li> <li>•3</li> <li>•7</li> <li>•12</li> <li>•13</li> <li>•16</li> <li>•19</li> <li>•21</li> <li>•22</li> <li>•23</li> </ul>	Number of improvement schemes on TEN routes in Shropshire.	S.C.C.+ B of T&W - LTP

**Chapter 11****road transport, walking  
and cycling****P37 THE HIGHWAY NETWORK**

THE HIGHWAY NETWORK WILL BE MAINTAINED AND IMPROVED WHERE THIS CONTRIBUTES TO REDUCING THE NEED TO TRAVEL OR IT IS NECESSARY IN ORDER TO;

- IMPROVE SAFETY;
- REDUCE CONGESTION;
- IMPROVE ACCESSIBILITY FOR PUBLIC TRANSPORT;
- INCREASE THE VITALITY AND VIABILITY OF TOWN CENTRES;
- ASSIST THE IMPROVEMENT OF PUBLIC TRANSPORT SERVICES;
- REDUCE THE ENVIRONMENTAL IMPACT OF HEAVY GOODS VEHICLES;
- REDUCE THE IMPACT OF TRAFFIC ON SETTLEMENTS;

AND

- IMPROVE CONDITIONS FOR PEDESTRIANS AND CYCLISTS.

ALL IMPROVEMENTS TO THE HIGHWAY NETWORK WILL ENSURE THAT ADVERSE IMPACTS ON THE ENVIRONMENT ARE MINIMISED AND THAT THE NEEDS AND WELL BEING OF PEOPLE ARE FULLY TAKEN INTO ACCOUNT TOGETHER WITH EFFECTS ON TOWNSCAPE, LANDSCAPE AND WILDLIFE.

THE FOLLOWING ROAD SCHEMES ARE PROPOSED TO BE BUILT IN THE PERIOD UP TO 2011 SUBJECT TO THE AVAILABILITY OF RESOURCES:

- HODNET ( A53 ) BY-PASS;
- SHREWSBURY NORTH-WEST RELIEF ROAD;
- SHAWBURY (A53 ) BY-PASS;

THE GOVERNMENT PROPOSE:

- TO CONSTRUCT A BYPASS ON THE A483 AT PANT AND LLANYMYNECH.
- MAJOR IMPROVEMENTS TO THE A5 TRUNK ROAD (SUBJECT TO THE OUTCOME OF A ROAD BASED STUDY).

- 11.1 There is a need to continue to upgrade the existing road network to achieve the objectives of this policy. Projects will be prepared which will result in improvements to the public transport system. Many of these will be advanced in the context of the local plans and local transport plans. Improved accessibility and viability of town centres can be achieved without encouraging greater car penetration, by improved public transport services and interchanges, cycling and walking access, park and ride schemes.
- 11.2 Highway improvement will also be needed to achieve road safety and improved pedestrian and cyclist use of the road network.
- 11.3 The emphasis has changed away from general road building towards more tightly targeted improvement and traffic management projects which will bring about environmental enhancements and improved safety. However, it is still accepted that bypasses can be part of an integrated solution where the environmental and social improvements which can be achieved as a result of bypassing a town centre or village include improved safety, preservation of the historic character, a cleaner environment, opportunities to reallocate road space to pedestrians and cyclists and implementing environmental enhancement projects.
- 11.4 The proposed bypasses and the Shrewsbury North-West Relief Road would remove traffic from the centres of towns and villages and would enable associated safety and environmental improvements to be implemented. The Shrewsbury North-West Relief Road would also enable associated town centre and public transport improvements to take place. The strategy places a reliance on integrating land use and transport. Where the proposed road schemes would help to bring forward development areas, an integrated partnership between local authorities and developers may be appropriate to provide proper access, environmental gains and secure funding. The Hodnet Bypass is under construction and is scheduled for completion in Summer 2003.
- 11.5 The County Council strongly supports the re-introduction of the Pant-Llanymynech bypass in the Highways Agency Trunk Road programme. The A483 is predominantly a Welsh road and has been upgraded to the North and South of its route through Shropshire. The unimproved nature of the road as it passes through Shropshire and particularly the two villages is an anomaly. A bypass would deliver considerable benefits to the villages, reducing noise and air pollution as well as the number of accidents. The A483 forms part of a key route linking north and south Wales and a link to the metropolitan areas to the north west.

## P38 CYCLING AND WALKING

LOCAL PLAN POLICIES AND DEVELOPMENT AND MANAGEMENT PROPOSALS SHALL GIVE PRIORITY TO THE NEEDS OF PEDESTRIANS AND CYCLISTS BY:

- PROMOTING THE IMPLEMENTATION OF THE PROPOSED NATIONAL AND REGIONAL LONG DISTANCE CYCLE ROUTES;
- THE PROVISION OF SAFE CYCLE ROUTES AND CYCLE PARKING FACILITIES IN TOWNS AND VILLAGES;
- THE PROVISION OF COMPREHENSIVE NETWORKS OF SAFE PEDESTRIAN ROUTES;

AND

- CREATING TRAFFIC FREE AND TRAFFIC CALMED ENVIRONMENTS IN TOWN CENTRES, AND IN RESIDENTIAL AND SHOPPING AREAS.

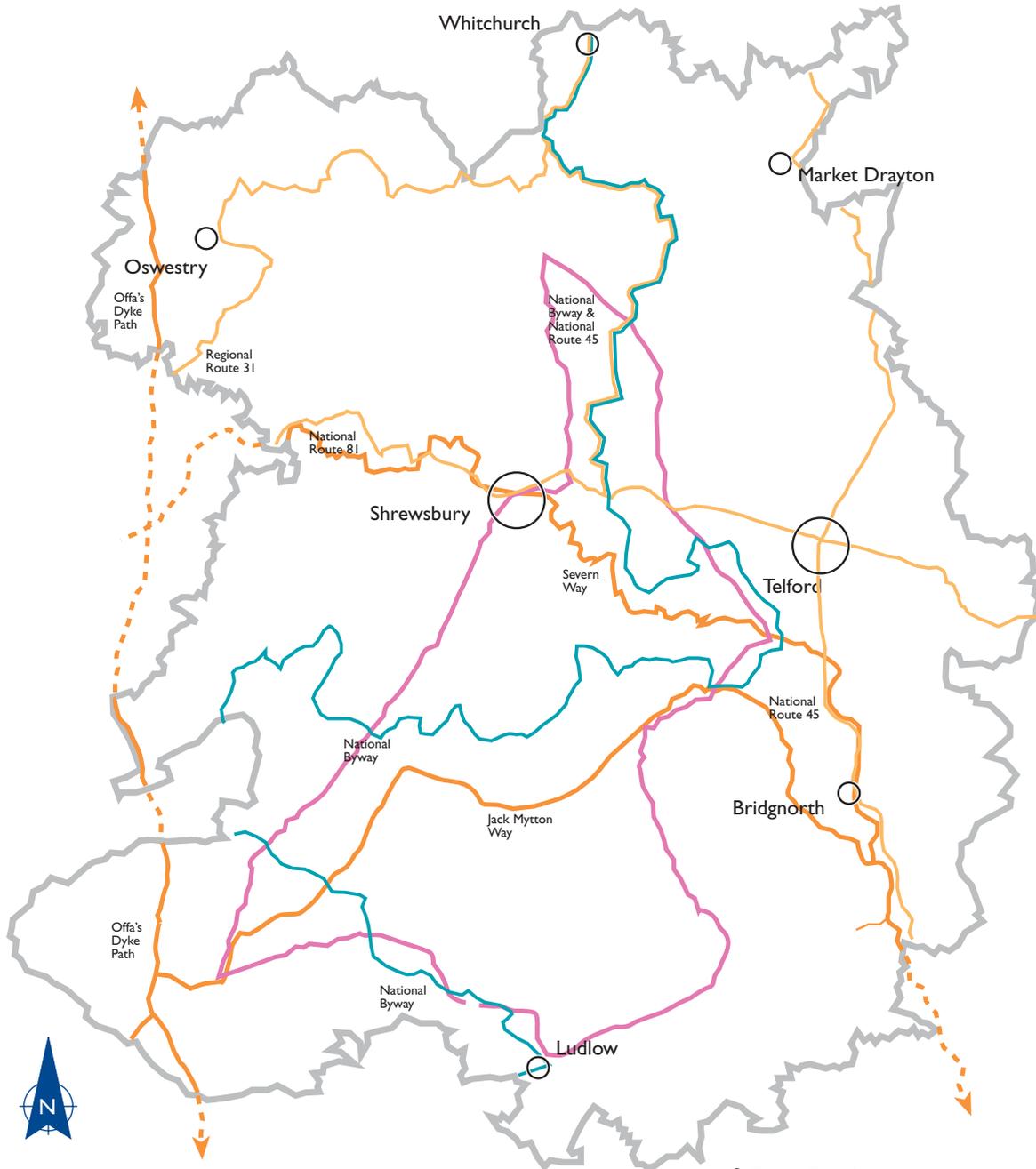
- 11.6 Walking and cycling are environmentally friendly modes of transport and encouraging their increased use is a key objective of sustainable transport. Making conditions safer and more pleasant for pedestrians and cyclists is one of the best ways of persuading people to change their habits. Separating people from motorised traffic as much as possible by segregated routes, providing special surfaces for disabled people, traffic-calmed town centres and cycle parking at convenient locations are all ways of achieving this change.
- 11.7 A comprehensive network of pedestrian routes and cycleways will continue to be established, where possible through the re-use of redundant rail lines which in towns provide links between residential areas and town centres, schools, other residential areas, the countryside and employment areas, and which in rural areas provide links between villages and between villages and towns. New developments should contribute to the improvement or expansion of the footpath and cycleway network including links to the wider network.
- 11.8 The Joint Structure Plan Authorities will continue to support initiatives to establish national cycle routes 81 and 45 through the area linking Shrewsbury with Welshpool and Wolverhampton, the Severn Valley to Shrewsbury and Whitchurch and regional route 31 from Welshpool to Whitchurch. The long distance routes are shown in Figure 7.

## P39 PUBLIC RIGHTS OF WAY

THE NETWORK OF PUBLIC RIGHTS OF WAY WILL BE PROTECTED AND MAINTAINED AND WHERE NECESSARY IMPROVED TO CONTRIBUTE TO TOURISM AND RECREATION AND AS LOCALLY IMPORTANT ROUTES FOR A COMMUNITY. OPPORTUNITIES WILL BE TAKEN TO CREATE SPECIAL INTEREST TRAILS AND ROUTES WHICH ARE SUITABLE FOR USE BY PEOPLE WITH A DISABILITY.

Figure 7

## long distance routes



-  National Cycle Network
-  National Byway
-  Long Distance Paths
-  Shropshire Way

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Shropshire County Council, LA 076821.

- 11.9 The extensive network of public rights of way provide a means of access to the countryside by the general public and in some cases are useful communication routes between villages or within towns. In implementing this policy, the Councils will work with user groups, landowners, District and Parish Councils
- 11.10 The national Offa's Dyke Long Distance Path runs along the western side of Shropshire. In addition there are other long distance paths - the north-south "Shropshire Way", "The Severn Way" (following the course of the river through Shropshire) and the east-west bridleway "The Jack Mytton Way".
- 11.11 Special interest trails for educational and tourist use and those which provide easy routes for the less able users will be established to help reduce conflict between recreation and other rural land uses.

## P40 PARKING

THE STRATEGIC PLANNING AUTHORITIES WILL DEVELOP A STRATEGIC CAR PARKING POLICY IN THEIR LOCAL TRANSPORT PLANS WITHIN THE CONTEXT OF REGIONAL TRANSPORT STRATEGIES.

LOCAL PLANS SHALL INCLUDE PROPOSALS TO LOCATE AND MANAGE CAR PARKING IN TOWNS TO REDUCE THE DEMAND FOR TRAVEL BY PRIVATE CAR BY:

- WORKING IN ACCORDANCE WITH CAR PARKING STRATEGIES PREPARED AT REGIONAL, STRATEGIC AND LOCAL LEVELS;
- MINIMISING THE AMOUNT OF PARKING PROVISION REQUIRED FOR NEW DEVELOPMENT BY TAKING ACCOUNT OF ACCESSIBILITY BY PUBLIC TRANSPORT, CYCLING AND WALKING;
- ADOPTING MAXIMUM STANDARDS FOR THE PROVISION OF PARKING IN NEW DEVELOPMENTS;
- PREPARING COMPLEMENTARY POLICIES TO MANAGE BOTH ON AND OFF STREET PUBLIC CAR PARKING IN TOWN CENTRES TO DISCOURAGE LONG TERM COMMUTER PARKING; AND
- DEVELOPING PARK AND RIDE FACILITIES WHERE THIS IS THE BEST POSSIBLE OPTION, WITH A BALANCED DECREASE IN PARKING PROVISION WITHIN THE TOWN CENTRE.

- 11.12 Parking policy has a key role in delivering sustainable transport. Specific proposals will be implemented by Local Plans and Local Transport Plans. The provision of car parking influences people's decisions to use modes of transport other than the private car. The scale and location of car parking, the scale of charges applied, the availability of park and ride, the quality of bus services, cycle and pedestrian routes, and the availability at destinations of cycle and motor cycle parking must be co-ordinated so that unnecessary travel by private car can be reduced. Car parking in town centres should give priority to

disabled people, shoppers and tourists and should discourage commuters who have alternative means of access but should accommodate necessary business use.

- 11.13 Car parking standards in Local Plans should set a maximum level for new developments, which need not equate with the number of employees.
- 11.14 This strategic approach to car parking should not lead to uncontrolled parking in peripheral areas. Controls over on street parking, including parking in residential areas, will therefore be necessary, especially where residential amenity or safety could be adversely affected.
- 11.15 There is a requirement in Regional Planning Guidance (RPG11) that parking policy is co-ordinated across the region and with adjacent regions also. Revised RPG is expected to re-emphasise this and to encourage more restrictive standards in line with PPG13 "Transport". This will ensure that competition between centres is not based on levels and charges for parking and that a consistent approach is adopted to maintain the viability of town centres.

## **P41 AIR TRANSPORT**

PROPOSALS FOR THE RECREATIONAL OR BUSINESS USE BY LIGHT AIRCRAFT OF EXISTING OR PROPOSED AIRFIELDS WILL BE ASSESSED IN RELATION TO:

- THE EFFECT ON THE ENVIRONMENT;
- THE AMENITY OF RESIDENTS LIKELY TO BE AFFECTED;
- ACCESS FROM MAIN POPULATION AND EMPLOYMENT CENTRES;
- THE EXISTENCE OF SUITABLY LOCATED ALTERNATIVE FLYING FACILITIES;
- ANY BENEFICIAL CONTRIBUTION TO THE LOCAL ECONOMY.

- 11.16 Demand for additional flying facilities is likely to be generated by the need for Telford and Shrewsbury to have improved business connections and by increased recreational use. However, Birmingham Airport is accessible by rail and road, especially from Shrewsbury and Telford, and the airports at Manchester and Liverpool can also be reached within two hours. Private flying is currently accommodated at Sleaford and close by but outside Shropshire, at Wolverhampton Business Airport in Staffordshire, Welshpool in Powys and Shobden in Herefordshire. Any proposal would need to satisfy concerns of access, visual impact, noise pollution and amenity of residents likely to be affected.

## **MONITORING**

- 11.17 Set out below are the indicators relevant to specific policies in this chapter. Many of the selected indicators are relevant to more than one policy in the Plan. Where this is the case the indicator has been cross referenced.

See paragraph 1.16 for a list of objectives.

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>	
P37 - The Highway Network	<ul style="list-style-type: none"> <li>•1</li> <li>•2</li> <li>•3</li> <li>•7</li> <li>•10</li> <li>•12</li> </ul>	<ul style="list-style-type: none"> <li>•13</li> <li>•16</li> <li>•19</li> <li>•21</li> </ul>	Number of bypass schemes implemented.	S.C.C.
			Number of road improvement schemes implemented.	S.C.C.+ B of T&W - LTP
			Number of casualties in road traffic accidents	S.C.C. Road Safety, Police
P38 - Cycling and Walking	<ul style="list-style-type: none"> <li>•1</li> <li>•2</li> <li>•3</li> <li>•7</li> <li>•10</li> <li>•12</li> </ul>	<ul style="list-style-type: none"> <li>•13</li> <li>•14</li> </ul>	Number of cycle parking spaces in new developments.	S.C.C.+ B of T&W, Districts
			Amount of cycle parking available for public use.	S.C.C.+ B of T&W Districts.
			Proposed new cycle routes.	S.C.C.+ B of T&W - LTP
			Proportion of journeys to work by cycle.	S.C.C. + B of T&W - LTP Census
P39 - Public Rights of Way	<ul style="list-style-type: none"> <li>•1</li> <li>•2</li> <li>•3</li> </ul>	<ul style="list-style-type: none"> <li>•7</li> <li>•10</li> <li>•12</li> </ul>	Number of improvement schemes to Public Rights of Way.	S.C.C. + B of T&W
			Number of new routes created.	S.C.C. + B of T&W
			Number of new routes suitable for people with disabilities.	S.C.C. + B of T&W
P40 – Parking	<ul style="list-style-type: none"> <li>•1</li> <li>•3</li> <li>•7</li> <li>•10</li> <li>•12</li> </ul>	<ul style="list-style-type: none"> <li>•13</li> <li>•19</li> <li>•21</li> <li>•22</li> <li>•23</li> </ul>	Amount of car parking in new developments. (See also Policy 38.)	S.C.C.+ B of T&W

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>
P41 - Air Transport	<ul style="list-style-type: none"><li>•1</li><li>•21</li></ul>	<p>Number of business flights from/to Shropshire.</p> <p>Number of schemes permitted for airport extensions in the Plan area.</p>	<p>Civil Aviation Authority</p> <p>S.C.C. + B of T&amp;W, District Councils.</p>

# part 5

## COUNTRYSIDE AND LAND RESOURCES

- 12.1 The essential character of Shropshire and the countryside areas of Telford & Wrekin is the diversity and intimate scale of its landscape and settlements. The villages and market towns are all different and each reflects its local area with its own special identity.
- 12.2 The Shropshire Hills Area of Outstanding Natural Beauty is nationally important. However it is also important to maintain and enhance the character and quality of the environment as a whole and not just designated areas. There are also other extensive areas of high quality landscape character which contribute to the landscape, wildlife, and historic character of Shropshire and Telford & Wrekin which will be protected and enhanced. Where the landscape has been degraded, efforts will be made to improve it and tree planting and the creation of small woods will have a major role in achieving this.
- 12.3 Conservation of wildlife habitats goes hand in hand with landscape conservation. The overall populations and natural ranges of native species and the quality and range of wildlife habitats will be protected and conserved to maintain biodiversity. The conservation and management of a range of habitats, landscape and historic features will be encouraged. Although special care will be given to those areas of international and national importance, other areas which are important for wildlife will be protected and improved. Wherever possible opportunities will be taken to encourage the creation of new wildlife habitats.

### **Water**

- 12.4 The protection and careful use of existing water resources and the phasing of future development with infrastructure provision are important considerations for development proposals. The ever increasing pressure on water resources means that protection of water sources from pollution will be increasingly important. The scale, rate and location of development should not be such that it puts water supply at risk. Neither should it result in overloading sewage disposal works which in turn could jeopardise water quality. Sustainable surface water drainage techniques are available which can assist flood relief, aquifer recharge, water quality improvement and opportunities for habitat creation. Development proposals should adopt these techniques at every opportunity.

### **Land**

- 12.5 The best and most versatile agricultural land is a national resource for future generations and will only be developed, where there is a clear need for development which cannot be located on land of lower quality. The protection of soil quality and the retention of soils will be pursued. Derelict land will be restored to viable uses and future

contamination and dereliction will be avoided. The use of land will be maximised by directing development to previously used land and buildings where this is appropriate. However, it is recognised that outside Shrewsbury and Telford, there are very few previously used sites. Also, development of previously used sites may not always be the best option, for example, where open space is at a premium, because of the level and type of contamination, or the importance of the site for wildlife or its historic significance.

### ***Minimising Waste***

- 12.6 There will be a steady change in emphasis for waste management from landfill to a combination of waste reduction, reuse and recycling, but there will still be a need, albeit a declining one, for disposal by landfill in Shropshire and Telford & Wrekin. Over the Joint Structure Plan period new opportunities will arise to establish new methods to treat and recover value from waste which is generated locally. All environmental concerns will be considered in identifying waste disposal and treatment sites.

### ***Minerals***

- 12.7 Minerals can only be worked where they are found and the demand for them will continue. Every effort will be made to encourage the reuse of materials and to maximise the use of existing buildings to reduce the demand for new materials. Wherever mineral workings are proposed, the effect on the environment and on people living nearby will be taken fully into account.

### ***Energy***

- 12.8 The use of energy and particularly the burning of fossil fuels is linked to climate change. Ways have to be found to reduce greenhouse gases which are the major cause of climate change. Reduction in the need to travel achieved through the implementation of development and transport policies will contribute to a reduction in energy use. The increased use of environmentally friendly renewable energy resources and the reduction in energy use achieved by better design also have an important role to play.

## Chapter 12

# the rural character

### P42 COUNTRYSIDE CHARACTER

LOCAL PLANS AND DEVELOPMENT AND MANAGEMENT PROPOSALS SHALL ENSURE THAT THE CHARACTER OF THE COUNTRYSIDE IS PROTECTED AND ENHANCED BY:

- ENSURING THAT CHANGE IS SYMPATHETIC TO LANDSCAPE CHARACTER AND QUALITY;
- PROTECTING THE BEST AND MOST VERSATILE AGRICULTURAL LAND;
- PROTECTING AND ENHANCING BIODIVERSITY;
- PROTECTING AND ENHANCING THE CHARACTER AND SETTING OF SETTLEMENTS;
- ENCOURAGING THE CONSERVATION, ENHANCEMENT, CREATION AND SYMPATHETIC MANAGEMENT OF SEMI-NATURAL HABITATS, AND NATURAL AND HISTORIC FEATURES IN THE COUNTRYSIDE;

AND

- PROMOTING TRANQUILLITY.

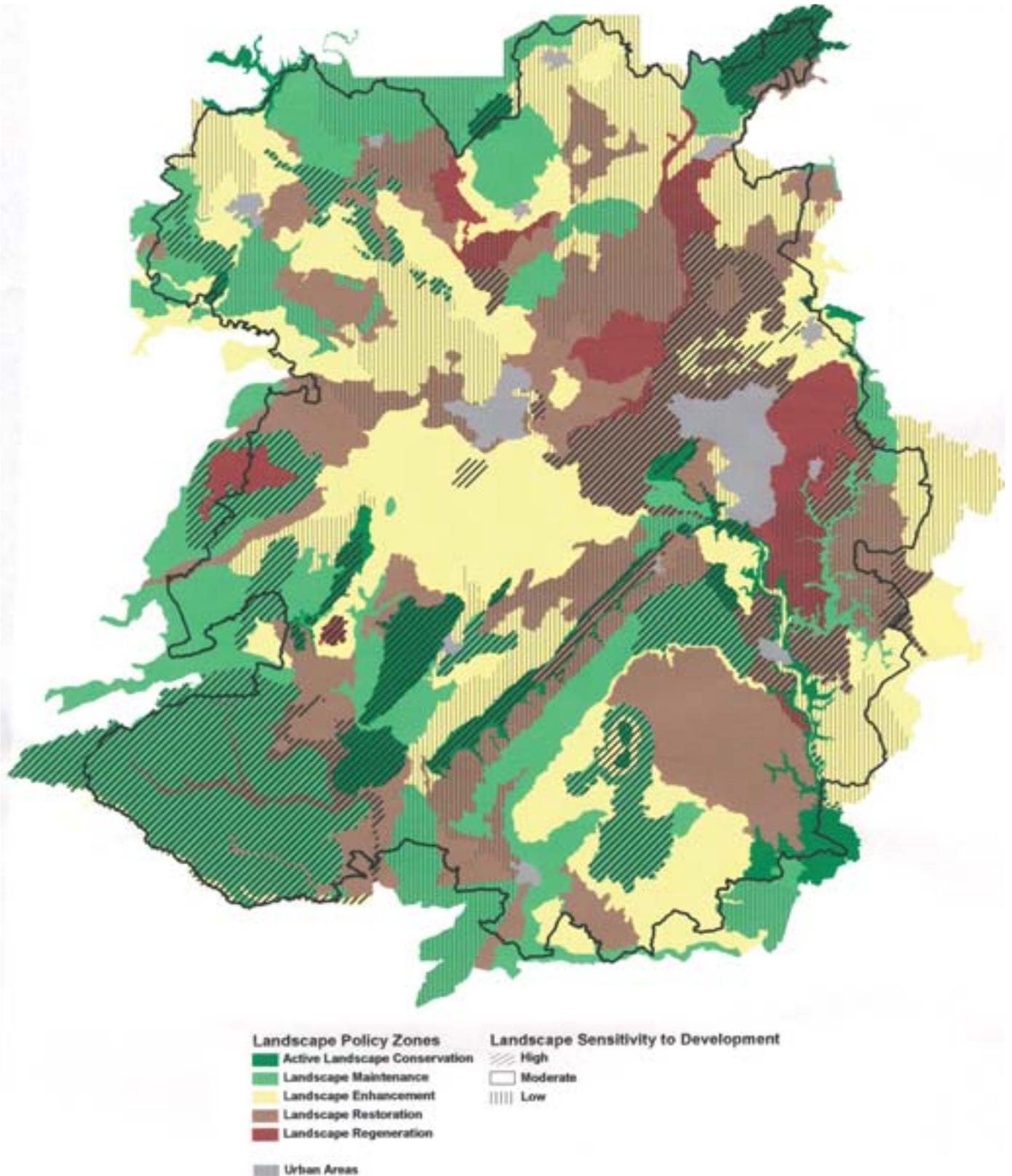
THE COUNTRYSIDE AROUND TOWNS HAS A PARTICULAR IMPORTANCE AND WILL BE SUBJECT TO MANAGEMENT INITIATIVES THAT WILL SECURE ITS VISUAL ENHANCEMENT AND ITS USE FOR ACCESS, WILDLIFE, OPEN SPACE, AGRICULTURE AND APPROPRIATE DEVELOPMENT, HAVING REGARD TO LOCAL DISTINCTIVENESS AND THE SETTING AND CHARACTER OF THE TOWN.

THE LOCAL AUTHORITIES WILL WORK IN PARTNERSHIP WITH LANDOWNERS, APPROPRIATE AGENCIES AND ORGANISATIONS TO FOSTER A PROSPEROUS RURAL ECONOMY WHICH CARES FOR THE LANDSCAPE ITS HISTORIC FEATURES AND BIODIVERSITY.

- 12.9 One of the main aims of the Joint Structure Plan strategy is to maintain the rural character of Shropshire and Telford & Wrekin. Achieving this requires that efforts are made to protect those areas of good quality landscape and to enhance areas where the landscape would benefit from sympathetic treatment. It is recognised that some development will take place in the countryside. This will require careful control over the siting and design of new development which should, wherever possible, enhance the local

**Figure 8**

# landscape



area. Positive action will be taken to improve the landscape by encouraging the conservation and creation of features such as woodland, hedges, certain grasslands and ponds. Changes in the countryside should ensure that wildlife is not harmed and that benefits to wildlife can be achieved.

- 12.10 The effect on features of historic importance (e.g. ridge and furrow, hedgerows and other boundary markers, and relics of settlements such as motte and bailey castles and hill forts) must be considered in local plans, development and management proposals.

### **P43 SHROPSHIRE HILLS AREA OF OUTSTANDING NATURAL BEAUTY (AONB)**

WITHIN THE SHROPSHIRE HILLS AREA OF OUTSTANDING NATURAL BEAUTY, LOCAL PLANS AND DEVELOPMENT AND MANAGEMENT PROPOSALS SHALL GIVE PRIORITY TO THE CONSERVATION OF THE NATURAL BEAUTY OF THE LANDSCAPE. CONSIDERATION SHALL ALSO BE GIVEN TO THE CONTRIBUTION PROPOSALS MAKE TO THE SOCIAL AND ECONOMIC NEEDS OF THE LOCAL AREA. DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE CHARACTER OR SETTING OF THE AONB WILL NOT BE PERMITTED EXCEPT IN THE NATIONAL INTEREST AND PROVIDED THAT THERE IS NO SUITABLE ALTERNATIVE SITE.

THE LOCAL AUTHORITIES WILL WORK WITH THE AONB JOINT ADVISORY COMMITTEE, LANDOWNERS AND OTHER ORGANISATIONS TO SECURE THE SENSITIVE MANAGEMENT AND ENHANCEMENT OF THE LANDSCAPE AND THE ECONOMIC AND SOCIAL WELL-BEING OF THE COMMUNITY WITHIN THE AONB.

- 12.11 The Shropshire Hills Area of Outstanding Natural Beauty (AONB) is recognised nationally through its designation for the exceptional quality and character of its landscape. The primary purpose of designation is the conservation and enhancement of the natural beauty of the landscape, but account should also be taken of the needs of agriculture, forestry, other rural industries and the economic and social needs of local communities. Although recreation is not an objective of designation, the demand for it should be met as long as it is consistent with AONB purposes.
- 12.12 The AONB makes a very significant contribution to the overall character of the Joint Structure Plan area. It covers a quarter of Shropshire and extends into Telford and Wrekin where it includes part of the Severn Valley and the prominent landmark hill of The Wrekin,
- 12.13 The AONB contains several broad landscape areas including two Environmentally Sensitive Areas – Clun and The Shropshire Hills – which together cover three quarters of the AONB. The management of the AONB is therefore of crucial importance and a co-ordinated management plan is in place which is administered by a Joint Committee.
- 12.14 Development in the AONB cannot and should not be prevented as that would run contrary to other objectives that seek to maintain and improve rural regeneration and

viable communities. However, where development does occur; it should be to the highest design standards which reflect the nationally recognised qualities of the AONB.

## **P44 TREES, WOODLANDS AND HEDGEROWS**

LOCAL PLANNING AUTHORITIES SHALL ENCOURAGE THE PLANTING, MANAGEMENT AND PROTECTION OF TREES, WOODLANDS AND HEDGEROWS IN ORDER TO:

- MAINTAIN AND ENHANCE LANDSCAPE CHARACTER;
  - IMPROVE BIODIVERSITY;
  - INCREASE THE LEVEL OF NATIVE SPECIES;
  - SECURE THE SENSITIVE MANAGEMENT OF ANCIENT WOODLANDS;
  - PROVIDE SUPPORT FOR AND DIVERSIFICATION OF THE RURAL ECONOMY;
  - SECURE REHABILITATION OF DERELICT LAND, FORMER MINERAL WORKINGS AND WASTE DISPOSAL SITES;
  - COMPLEMENT THE SETTING OF NEW DEVELOPMENT;
  - ENHANCE TOWNS AND VILLAGES;
  - SUPPLY A LOCAL RENEWABLE ENERGY RESOURCE;
- AND
- ACHIEVE INCREASED PUBLIC ACCESS.

- 12.15 The policy aims to secure the sustainable management of existing woodlands and a continued steady expansion of woodland cover to provide multi-purpose benefits.
- 12.16 Trees bring many benefits by improving the landscape, providing a home for wildlife, as a timber resource and providing potential for recreation. In a wider context, they have a role in influencing climate and ameliorating atmospheric pollution. A prosperous forestry industry which provides essential timber and rural employment is encouraged. New tree planting on whatever scale must respect its surroundings and enhance the location. This is especially important in the AONB, and designated wildlife sites and archaeological sites where tree planting may not always be appropriate.
- 12.17 Because of their ecological importance, ancient woodlands will receive particular care when management proposals are considered. Efforts will be made to re-establish woodland planting where it will reverse the fragmentation of ancient woodlands.

- 12.18 The planting of more trees for timber production is important but this must take place within a framework of well-managed, multi-purpose woodlands combining commercial countryside character and biodiversity. The generation of an economic return, whilst important, should not be the sole criterion, because woodlands have so much to offer and there will be opportunities to use grant aid to help fund further projects.
- 12.19 The policy encourages the planting of multi-purpose woodlands, recognising the contribution they can make to the rural economy through growing, managing and marketing woodland products; their role in restoring derelict land; the opportunities they provide for recreation, access and tourism; their use in enhancing the character of the environment and helping to deliver nature conservation and biodiversity objectives.
- 12.20 The policy is also concerned with the management and increased planting of trees in urban areas, recognising the immense contribution they make to amenity and the quality of life.
- 12.21 Individual trees are to be encouraged in the rural area where they can provide key focal points, for example as specimen trees and in built-up areas they can enhance development. The protection of veteran trees is especially important because of their historical significance and their particular role as a wildlife habitat.
- 12.22 Hedgerows are important because of their contribution to the landscape character of an area, their historical significance as boundary markers and as wildlife habitats and corridors for the movement of wildlife. The policy seeks to secure the protection and positive management of existing hedgerows and the planting of new ones, for example in derelict land reclamation schemes or to enhance development.

## MONITORING

- 12.23 Set out below are the indicators relevant to specific policies in this Chapter. Many of the selected indicators are relevant to more than one policy in the Plan. Where this is the case the indicator has been cross referenced.

See paragraph 1.16 for a list of objectives.

Policy	Objectives	Indicator	Source
P42 - Countryside Character	<ul style="list-style-type: none"> <li>• 1</li> <li>• 6</li> <li>• 9</li> <li>• 10</li> <li>• 11</li> <li>• 12</li> <li>• 15</li> <li>• 20</li> <li>• 23</li> </ul>	(Please refer also to Policies 26, 49, 50 & 52)  Countryside management initiatives in progress.	District Council's B of T&W and S.C.C.
P43 - Shropshire Hills Area of Outstanding Natural Beauty (AONB)	<ul style="list-style-type: none"> <li>• 6</li> <li>• 9</li> <li>• 10</li> <li>• 11</li> <li>• 12</li> <li>• 15</li> <li>• 20</li> <li>• 22</li> <li>• 23</li> </ul>	Number and type of permitted applications completed in the AONB.	S.C.C., District Council's B of T&W.

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>
		<p>Number of applications refused because of their likely adverse affect on the character or setting of the AONB.</p> <p>Number of management agreements in place.</p>	District Councils B of T&W
P 44 - Trees, Woodlands and Hedgerows	<ul style="list-style-type: none"> <li>•1</li> <li>•5</li> <li>•6</li> <li>•9     •15</li> <li>•10   •20</li> <li>•11   •22</li> <li>•12   •23</li> </ul>	<p>Number of applications refused because they involve the removal of hedgerows.</p> <p>Length of hedgerows existing and newly planted.</p> <p>Area covered by woodland (by type i.e. Oak). More specifically the area of ancient woodland and the area of new planting.</p>	District Councils, B of T&W and S.C.C

## Chapter 13

# wildlife and nature conservation

- 13.1 The Plan area has a wide diversity of habitats and wildlife species, reflecting the complexity of the geology, soils and land form. This biodiversity is important not just for its own sake but also as a valued asset contributing to the quality of life and as an educational resource and an economic value in relation to “green tourism”. The challenge is to halt the decline in important habitats and to restore past losses so that the former diversity of habitats and species is regained. The Joint Structure Plan therefore recognises that there is a hierarchy of special sites of international, national and local importance where adverse impact of development or land use change will need to be prevented or managed. Policies also encourage the management of the wider countryside for the benefit of wildlife.
- 13.2 Although development proposals must be judged against their impact on habitats and species, many of the threats to wildlife habitats arise from activities which do not fall within the ambit of planning controls. For this reason it is important that work in partnership with landowners and users and relevant agencies continues to provide the best management practices to the mutual benefit of wildlife and other interests.

### **P45 PROTECTION OF INTERNATIONALLY IMPORTANT DESIGNATED SITES**

LOCAL PLANS, DEVELOPMENT AND MANAGEMENT PROPOSALS SHALL ENSURE THAT PROPOSALS FOR DEVELOPMENT OR LAND USE CHANGE WHICH MAY ADVERSELY AFFECT, DIRECTLY OR INDIRECTLY, AN EXISTING OR PROPOSED SITE OF INTERNATIONAL NATURE CONSERVATION IMPORTANCE, ARE SUBJECT TO RIGOROUS EXAMINATION, AND THAT THEY ARE NOT PERMITTED UNLESS THE PLANNING AUTHORITY IS SATISFIED THAT:

- THERE IS NO ALTERNATIVE SOLUTION; AND
- THERE ARE IMPERATIVE REASONS OF OVER-RIDING PUBLIC INTEREST FOR THE DEVELOPMENT OR LAND USE CHANGE.

WHERE THE SITE HOSTS A PRIORITY NATURAL HABITAT TYPE AND/OR A PRIORITY SPECIES, DEVELOPMENT OR LAND USE WILL NOT BE PERMITTED UNLESS THE PLANNING AUTHORITY IS SATISFIED THAT IT IS NECESSARY FOR REASONS OF HUMAN HEALTH OR PUBLIC SAFETY OR FOR BENEFICIAL CONSEQUENCES OF PRIMARY IMPORTANCE FOR NATURE CONSERVATION.

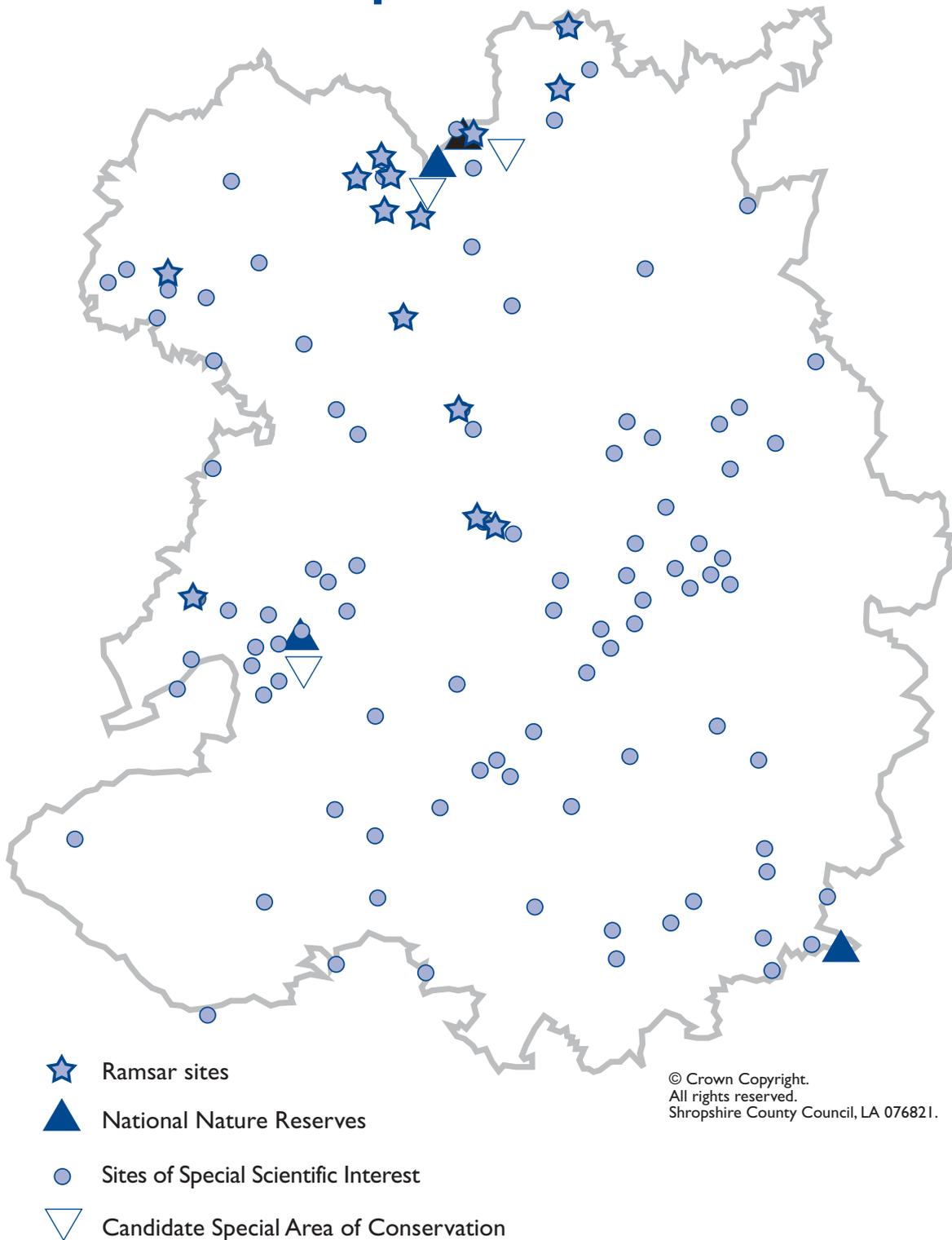
WHERE PLANNING PERMISSION FOR SUCH DEVELOPMENT IS TO BE GRANTED, THE PLANNING AUTHORITY SHALL IMPOSE CONDITIONS ON THE PLANNING PERMISSION OR ENTER INTO PLANNING OBLIGATIONS TO ENSURE COMPENSATORY MEASURES NECESSARY TO ACHIEVE THE OVERALL COHERENCE OF NATURA 2000.

- 13.3 The protection of sites of nature conservation importance is based on a hierarchy of international, national and more localised designation as set out in PPG9 (Nature Conservation). This requires local planning authorities to "have regard to the relative significance of international, national and informal designations in considering the weight to be attached to nature conservation interest."
- 13.4 Sites of international nature conservation importance include those sites designated under EU Directives on Conservation of Natural Habitats and of Wild Flora and Fauna i.e. Special Areas of Conservation (SAC's) and those designated under the Ramsar Convention on Wetlands of International Importance.
- 13.5 There are three sites which are designated as Candidate Special Areas of Conservation (SAC's) – The Stiperstones & The Hollies; Fenn's, Whixall, Bettisfield, Wem and Cadney Mosses; and Clarepool Moss (part of the West Midlands Mosses candidate site). SAC's are designated to safeguard biodiversity, requiring member states to take measures to maintain or restore natural habitats and wild species at favourable conservation status. Priority natural habitats and species are those set out in the annexes to the EU Habitats Directive 1992. They are considered to be threatened on an international scale, and therefore require special protection.
- 13.6 Fourteen Sites of Special Scientific Interest form part of the Midlands Meres and Mosses Ramsar Site, itself part of The Ramsar List of Wetlands of International Importance that sets out to conserve wetlands and their resources through national action and international co-operation.
- 13.7 Natura 2000 is the network of Special Protection Areas and Special Areas of Conservation. The network enables these habitat types and species to be maintained at or restored to a favourable conservation status.

NB – The reasoned justification for Policy 46 is also relevant to this policy.

**Figure 9**

## Wildlife Sites of international and national importance



## **P46 PROTECTION OF NATIONALLY IMPORTANT DESIGNATED SITES**

LOCAL PLANS AND DEVELOPMENT AND MANAGEMENT PROPOSALS SHALL ENSURE THAT DEVELOPMENT OR LAND USE CHANGE WHICH AFFECT SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI'S) ARE RIGOROUSLY EXAMINED. WHERE SUCH DEVELOPMENT MAY HAVE AN ADVERSE EFFECT, DIRECTLY OR INDIRECTLY, ON AN SSSI IT WILL NOT BE PERMITTED UNLESS THE PLANNING AUTHORITY IS SATISFIED THAT:

- THERE IS NO REASONABLE ALTERNATIVE MEANS OF MEETING THE DEVELOPMENT NEED; AND
- THE REASONS FOR THE DEVELOPMENT CLEARLY OUTWEIGH THE NATURE CONSERVATION VALUE OF THE SITE AND THE NATIONAL POLICY TO SAFEGUARD THE NATIONAL NETWORK OF SUCH SITES.

WHERE THE SITE IS A NATIONAL NATURE RESERVE OR A SITE IDENTIFIED UNDER THE NATURE CONSERVATION REVIEW, PARTICULAR REGARD WILL BE PAID TO THE SITE'S NATIONAL IMPORTANCE.

- 13.8 There are 102 Sites of Special Scientific Interest in Shropshire and 8 in Telford & Wrekin. Sites of Special Scientific Interest are designated by English Nature to safeguard a representative series of the nation's most valuable natural history resources and geological features. Some of these are National Nature Reserves (NNR's) and are managed with nature conservation as the principle objective. There are 4 National Nature Reserves— Stiperstones, Wyre Forest, Fenns and Whixall Moss and Wems Moss.
- 13.9 The meres and mosses of Shropshire are part of a complex of wetlands that extends into Cheshire and Staffordshire; seventeen are SSSI's. Fourteen of these are included in the Meres and Moses Ramsar Site. This contains nationally scarce plant and invertebrate species and requires careful management and control over development within their vicinity, if they are to retain their special interest.
- 13.10 These specially designated sites, particularly those of international or national importance, represent elements of the natural environment whose loss would be serious; many are effectively irreplaceable. The integrity of these sites should not be prejudiced by development, unless there are overriding exceptional circumstances. It is important when considering the impact of development upon these sites, that attention is paid to the potential damage which would occur from development adjacent to or some distance from the site. In making such an assessment, advice should be taken from relevant bodies such as English Nature and the Environment Agency.
- 13.11 It is recognised that in some exceptional circumstances development of over-riding public or national importance cannot be prevented only on the grounds that a wildlife habitat will be damaged or lost. Policy 51 sets out how mitigation measures should be dealt with in such circumstances.

## **P47 PROTECTION OF LOCALLY IMPORTANT DESIGNATED SITES**

LOCAL PLANS AND DEVELOPMENT AND MANAGEMENT PROPOSALS SHALL ENSURE THAT DEVELOPMENT OR LAND USE CHANGE, WHICH MAY HAVE AN ADVERSE AFFECT ON A LOCAL NATURE RESERVE OR A WILDLIFE SITE, IS NOT PERMITTED UNLESS THE PLANNING AUTHORITY IS SATISFIED THAT THE REASONS FOR THE PROPOSAL OUTWEIGH THE NEED TO SAFEGUARD THE INTRINSIC NATURE CONSERVATION VALUE OF THE SITE AND THAT THERE ARE NO REASONABLE ALTERNATIVE MEANS OF MEETING THAT DEVELOPMENT NEED.

- 13.12 The Shropshire Wildlife Trust has identified 841 Wildlife Sites of local and county wide importance in the Structure Plan area. Although these are non-statutory designations they are considered important to local communities and as "stepping stones" for the spread of habitat and species. The impact of development, land use change and management on these sites will be taken into account when proposals are considered.
- 13.13 There are 8 Local Nature Reserves in the Plan area - 4 in each of the strategic authorities.

## **P48 BIODIVERSITY**

LOCAL PLANS, DEVELOPMENT AND MANAGEMENT PROPOSALS SHALL ENSURE THAT THE EFFECTS OF DEVELOPMENT PROPOSALS AND LAND USE CHANGE ON WILD FLORA AND FAUNA ARE TAKEN FULLY INTO ACCOUNT INCLUDING THE POTENTIAL FOR DEVELOPMENT PROPOSALS TO ENHANCE BIODIVERSITY AND CREATE ECOSYSTEMS AND HABITATS.

THE BIODIVERSITY OF SHROPSHIRE AND THE BOROUGH OF TELFORD & WREKIN WILL BE ENCOURAGED THROUGH PROTECTION, CONSERVATION, ENHANCEMENT AND RESTORATION OF THE POPULATIONS AND NATURAL RANGES OF SPECIES AND THE QUALITY AND EXTENT OF HABITATS AND ECOSYSTEMS OF WILD FLORA AND FAUNA.

THE AREA OF THOSE HABITAT TYPES OF HIGH NATURE CONSERVATION IMPORTANCE WHICH ARE IN NEED OF PARTICULAR PROTECTION AND SYMPATHETIC MANAGEMENT WILL, WHEREVER POSSIBLE, BE INCREASED THROUGH APPROPRIATE RESTORATION AND/OR RECREATION TO MEET THE TARGETS SET IN BIODIVERSITY ACTION PLANS. PARTICULAR CARE WILL BE TAKEN TO SAFEGUARD AND CONSOLIDATE THE INTEGRITY OF LINEAR AND OTHER LANDSCAPE FEATURES WHICH ARE OF IMPORTANCE FOR WILD FLORA AND FAUNA.

- 13.14 The designated sites are important in themselves, but they often sit as islands in a countryside which provides no links such as hedgerows between them. The widespread loss of such features in recent decades has resulted in animal and plant populations becoming more fragmented and isolated, and hence more vulnerable. There is a need to reverse these losses by re-establishing habitat links wherever possible.
- 13.15 It is therefore vitally important that the general countryside is managed in such a way that its richness and variety is enhanced so as to complement the designated sites and strengthen linking corridors. The wider countryside is also often the home of protected species such as otters and badgers, reinforcing the need for conservation to be applied widely and not to be limited to the designated sites.
- 13.16 Wildlife habitats in urban areas are no less important than rural ones. Green space, water areas, road and rail corridors and redundant sites, as well as buildings themselves, all provide a variety of habitats that attract wildlife which enhances the quality of built up areas. Linear habitats are often of critical nature conservation importance in urban areas providing opportunities for the movement and dispersal of species. They may also have a landscape and recreational value by connecting urban areas to the countryside. Appropriate management of these features will be encouraged. In considering development proposals in built up areas, the existing wildlife interest of a site and the potential for the enhancement of its wildlife interest should be taken fully into account. Policy 50 gives guidance on mitigation measures where development affecting a site of nature conservation importance cannot be avoided.
- 13.17 The Biodiversity Action Plans of Shropshire and Telford & Wrekin are agendas for action and a basis for target setting, with monitoring to assess results and record progress. The aim is to contribute to the conservation and enhancement of national and international biodiversity. Information on habitats which are of importance can be found in the Biodiversity Action Plans of the two authorities, and in English Nature's County Inventories. Such habitats frequently provide essential conditions for some of the most uncommon plant and animal species, and are part of the nation's "critical natural capital".
- 13.18 In order to promote sustainable development and sympathetic land use change, planning authorities will consider the imposition of conditions to planning permissions and the use of planning obligations and management agreements with landowners and developers to maximise nature conservation benefits.

## **P49 SPECIES PROTECTION**

LOCAL PLANS, DEVELOPMENT AND MANAGEMENT PROPOSALS SHALL ENSURE THAT PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT OR LAND USE CHANGE WHICH WOULD HAVE AN ADVERSE EFFECT ON BADGERS OR SPECIES PROTECTED BY SCHEDULES 1, 5 OR 8 OF THE WILDLIFE AND COUNTRYSIDE ACT 1981 (AS AMENDED). WHERE DEVELOPMENT THAT MAY HAVE AN ADVERSE EFFECT ON THOSE SPECIES IS PERMITTED, THE PLANNING AUTHORITIES WILL IMPOSE CONDITIONS ON THE PLANNING PERMISSION OR

## ENTER INTO PLANNING OBLIGATIONS TO:

- FACILITATE THE SURVIVAL OF INDIVIDUAL MEMBERS OF THE SPECIES;
- REDUCE DISTURBANCE TO A MINIMUM;
- PROVIDE ADEQUATE ALTERNATIVE HABITATS TO SUSTAIN AT LEAST THE CURRENT LEVELS OF POPULATION OF THAT SPECIES.

- 13.19 Legal protection for certain plant and animal species is required in EU Member States as a result of Directives such as 79/409/EEC (The "Birds Directive") and 92/43/EEC (The Habitats and Species Directive). In the UK, such protection is provided mainly through the Wildlife and Countryside Act 1981 (as amended). The species concerned are listed on Schedule 1 (birds), Schedule 5 (animals), and schedule 8 (plants) of the Act. Badgers and their setts are protected under The Protection of Badgers Act 1992.
- 13.20 The presence of a protected species is a material consideration when a planning authority is considering a development proposal. The listed species are those which are very rare or localised, or which are experiencing severe declines in national populations, or where the British populations are important in a European or world context. Development proposals should also take into account and seek to protect nationally rare and scarce species as listed in the Red Data Books. In all cases, English Nature will be consulted on any application affecting a protected species prior to any decision being made. It is recommended that English Nature is contacted at the earliest possible stage where work may affect a protected species. Where development that may have an effect on these species is permitted, the planning authorities will impose conditions, where appropriate, or enter into planning agreements to facilitate survival of individual members of the species, to reduce disturbance to a minimum, and to provide adequate habitats to sustain at least the current levels of population.

## **P50 MITIGATION MEASURES ON NATURE CONSERVATION SITES**

LOCAL PLANS, DEVELOPMENT AND MANAGEMENT PROPOSALS SHALL ENSURE THAT DEVELOPMENT AFFECTING SITES OF NATURE CONSERVATION VALUE IS JUDGED AGAINST THE RELEVANT POLICIES OF THE PLAN. IN EXCEPTIONAL CIRCUMSTANCES, WHERE DEVELOPMENT IS TO BE PERMITTED WHICH WOULD DAMAGE THE NATURE CONSERVATION VALUE OF A SITE OF NATURE CONSERVATION IMPORTANCE, SUCH DAMAGE SHOULD BE KEPT TO A MINIMUM. IN SUCH CASES, PLANNING AUTHORITIES SHALL IMPOSE CONDITIONS ON PLANNING PERMISSIONS OR ENTER INTO PLANNING OBLIGATIONS TO SECURE APPROPRIATE COMPENSATORY MEASURES NECESSARY TO ACHIEVE NO NET LOSS OF THE HABITAT AND THAT HABITATS OF EQUIVALENT OR GREATER VALUE ARE CREATED.

- 13.21 It is recognised that in some exceptional circumstances development of over-riding public or national importance cannot be prevented only on the grounds that a wildlife habitat will be damaged or lost. The planning authorities will expect a full environmental impact study to be conducted that examines the need for development, the availability of alternative sites and the potential to find alternative solutions to the development.
- 13.22 In such circumstances every effort must be made to minimise the damage done to the site and to recreate habitats of equivalent or greater extent and value. Wherever possible replacement habitats should be established close to the original site and other remedial measures, such as rescue and re-establishment of plants, should be undertaken well in advance of development starting. Because of their special characteristics, such mitigation measures cannot be applied to certain habitats such as some wetlands and ancient woodland, which once lost, are lost forever.
- 13.23 In those rare cases where development that may have an effect on protected species is permitted, the planning authorities will impose conditions, where appropriate, to enter into planning agreements to facilitate survival of individual members of the species, to reduce disturbance to a minimum, and to provide adequate habitats to sustain at least the current levels of population.

## **P51 GEOLOGICAL SITES**

LOCAL PLANS AND DEVELOPMENT AND MANAGEMENT PROPOSALS SHALL ENSURE THAT SITES OF SPECIAL SCIENTIFIC INTEREST DESIGNATED BECAUSE OF THEIR GEOLOGICAL AND GEOMORPHOLOGIC INTEREST ARE PROTECTED AND CONSERVED. DEVELOPMENT WHICH WILL ADVERSELY AFFECT THESE SITES WILL NOT BE PERMITTED UNLESS AN OVERRIDING NATIONAL NEED CAN BE SHOWN AND THAT THERE IS NO REASONABLE ALTERNATIVE MEANS OF MEETING DEVELOPMENT NEED.

DEVELOPMENT WHICH WOULD HAVE AN ADVERSE EFFECT ON A REGIONALLY IMPORTANT GEOLOGICAL SITE WILL NOT BE PERMITTED UNLESS THE PLANNING AUTHORITY IS SATISFIED THAT THE REASONS FOR THE PROPOSAL OUTWEIGH THE SPECIAL INTEREST OF THE SITE AND THAT THERE ARE NO REASONABLE ALTERNATIVE MEANS OF MEETING THE DEVELOPMENT NEED.

EXCEPTIONALLY, WHERE DEVELOPMENT WHICH COULD BE DETRIMENTAL TO THE GEOLOGICAL AND GEOMORPHOLOGICAL INTEREST OF A SITE IS TO BE PERMITTED, MEASURES SHOULD BE TAKEN TO ENSURE THAT THE DISTURBANCE TO THE SITE IS MINIMISED AND, AS FAR AS POSSIBLE, SUBSTITUTE SITES ARE PROVIDED.

- 13.24 The Structure Plan area, world famous for its broad range of geological features, contains 55 Sites of Special Scientific Interest that are designated wholly or partly for their geological interest and 49 Regional Important Geological Sites. Rock types in the area represent eleven out of the thirteen geological periods, something reflected in the

diverse scenery and habitats that contribute so much to the character of Shropshire and Telford & Wrekin.

- 13.25 Opportunities should be taken to enhance exposures to create better sites and to improve access where this would not conflict with the overall importance of an exposure. Equally importantly, sensitive sites should be conserved and protected to ensure that their interest is preserved in the long term.

## MONITORING

- 13.26 Set out below are the indicators relevant to specific policies in this Chapter. Many of the selected indicators are relevant to more than one policy in the Plan. Where this is the case the indicator has been cross referenced.

See paragraph 1.16 for a list of objectives.

Policy	Objectives	Indicator	Source
P45 - Protection of Internationally Designated Sites	<ul style="list-style-type: none"> <li>•6</li> <li>•9</li> <li>•10</li> <li>•11</li> <li>•12</li> </ul>	<p>Number of management plans in place.</p> <p>Number of internationally designated sites.</p> <p>Sites lost or damaged due to new development.</p> <p>Number of applications modified or refused due to impact on internationally designated sites</p>	<p>S.C.C.+ B of T&amp;W, Districts, National Trust, Shropshire Wildlife Trust</p> <p>English Nature</p> <p>Forestry Commission, Department of Environment Food and Rural Affairs (DEFRA).</p>
P46 - Protection of Nationally Important Designated Sites	<ul style="list-style-type: none"> <li>•6</li> <li>•9</li> <li>•10</li> </ul> <ul style="list-style-type: none"> <li>•11</li> <li>•12</li> </ul>	<p>Number of nationally designated sites.</p> <p>Sites lost or damaged due to new development.</p> <p>Number and percentage of sites in a favourable condition.</p> <p>Number of applications modified or refused due to impact on nationally important sites.</p>	<p>S.C.C., + B of T&amp;W, English Nature.</p> <p>S.C.C.+ B of T&amp;W, English Nature</p> <p>English Nature</p> <p>District Councils</p>

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>
P47 - Protection of Locally Important Designated Sites	<ul style="list-style-type: none"> <li>•6</li> <li>•9</li> <li>•11</li> <li>•10</li> <li>•12</li> </ul>	<p>Number of locally designated sites</p> <p>Sites lost or damaged due to new development.</p> <p>Number of applications modified or refused due to impact on locally important sites.</p>	<p>S.C.C.+ B of T&amp;W, Wildlife Trust, District Councils.</p> <p>S.C.C.+ B of T&amp;W</p> <p>District Councils</p>
P48 - Biodiversity	<ul style="list-style-type: none"> <li>•6</li> <li>•9</li> <li>•10</li> <li>•11</li> <li>•12</li> </ul>	<p>Action on Key Issues from Biodiversity Action Plan.</p> <p>Monitor the area of target habitats as identified in the Shropshire Biodiversity Action Plan.</p> <p>Monitor the number of target species as identified in the Shropshire Biodiversity Action Plan.</p> <p>Number of applications modified or refused due to impact on biodiversity.</p> <p>Number of schemes to restore habitat types.</p> <p>Schemes in place to (re)-establish habitat links.</p>	<p>S.C.C.+ B of T&amp;W, Shropshire Wildlife Trust, English Nature Countryside Agency,</p> <p>Forestry Commission, DEFRA, District Councils</p>
P49 - Species Protection	<ul style="list-style-type: none"> <li>•6</li> <li>•9</li> <li>•10</li> <li>•11</li> <li>•12</li> </ul>	<p>Number of applications modified or refused due to impact on badgers or other protected species.</p> <p>Alternative habitats provided. (See also policy 49.)</p>	<p>District Councils, Wildlife Trust, S.C.C., B of T&amp;W</p>
P50 - Mitigation Measures on Nature Conservation Sites	<ul style="list-style-type: none"> <li>•6</li> <li>•9</li> <li>•10</li> <li>•11</li> <li>•12</li> </ul>	<p>Number of planning permissions with conditions to impose mitigation measures.</p>	<p>S.C.C.+ B of T&amp;W, District Councils Shropshire</p>

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>
		Alternative habitats provided.	S.C.C.+ B of T&W, Countryside Agency, English Nature, Shropshire Wildlife Trust Forestry Commission, DEFRA.
		Number of planning obligations entered into.	S.C.C.+ B of T&W,
P51 - Geological Sites	<ul style="list-style-type: none"> <li>•6</li> <li>•9</li> <li>•10</li> <li>•11</li> <li>•12</li> </ul>	Number of sites of geological importance	S.C.C.+ B of T&W, Shropshire Geological Society, English Nature
		Number of sites lost or damaged due to new development.	S.C.C.+ B of T&W, Shropshire Geological Society, English Nature
		Number of applications refused due to impact on sites of geological importance.	District Councils B of T&W



## Chapter 14

# land and water

- 14.1 Land and water are both precious resources that need careful stewardship. The demands on land are many – for development, for food and forestry, as a home to wildlife, for recreation and as our landscape giving visual enjoyment. Water also has a number of demands on it, for drinking, for irrigation, for recreation and as a wildlife habitat. The issue of flooding has become a major concern in recent years. As well as the specific policies in this chapter, many policies in this Plan are directed to meeting these many and sometimes competing needs in a sustainable way.
- 14.2 The Plan area is essentially agricultural and the protection of the best and most versatile land is a resource for future generations. Large parts of the north and east of the area are important aquifers where special care is needed to protect groundwater from pollution or over-extraction.

### P52 AGRICULTURAL LAND

LOCAL PLANS AND DEVELOPMENT AND MANAGEMENT PROPOSALS SHALL TAKE INTO ACCOUNT THE NEED TO PROTECT THE BEST AND MOST VERSATILE AGRICULTURAL LAND (I.E. GRADE 1, 2 AND 3A). THEY SHALL CONSIDER THE AVAILABILITY AND SUITABILITY OF ALTERNATIVE SITES ON LAND OF A LOWER GRADE, TAKING INTO ACCOUNT ANY STATUTORY DESIGNATION.

IN CONSIDERING THE SUITABILITY OF A SITE FOR DEVELOPMENT, THE GRADING OF AGRICULTURAL LAND SHALL BE JUDGED ALONGSIDE ITS LANDSCAPE CHARACTER, INCLUDING HISTORIC FEATURES, WILDLIFE HABITATS AND RECREATIONAL AMENITY.

- 14.3 Some 80% of land in Shropshire and Telford & Wrekin is in agricultural use. The government gives its advice on how land in different grades should be considered in PPG7 "The Countryside - Environmental Quality and Economic and Social Development". This policy seeks to protect the loss of best and most versatile land (grades 1,2 and 3A) to development. However following revised Government advice, it recognises that there will be times when development needs outweigh the agricultural need. In such cases it will be necessary for potential developers to demonstrate that there are no suitable sites of a lower classification or previously used sites available for the proposed development.
- 14.4 However, land of poorer agricultural quality may be important for other reasons such as biodiversity or landscape. In upland areas it has an economic importance for stock rearing and often it contributes to the quality of the landscape and provides certain habitats for farmland species of plants, birds and mammals.

**P53 WATER RESOURCES**

LOCAL PLANNING AUTHORITIES SHALL ENSURE THROUGH LOCAL PLANS AND DEVELOPMENT CONTROL THAT DEVELOPMENT AND MANAGEMENT PROPOSALS:

- WILL NOT LEAD TO THE POLLUTION OF WATER COURSES OR GROUNDWATER;
- ARE CAPABLE OF BEING SERVICED BY EXISTING OR PLANNED SUSTAINABLE WATER SUPPLIES;
- WILL NOT ADVERSELY AFFECT AQUIFER RECHARGE;
- ARE DESIGNED TO MINIMISE THE USE OF WATER;
- USE SUSTAINABLE DRAINAGE TECHNIQUES;
- WILL NOT ADVERSELY AFFECT THE CHARACTER OF WATER COURSES OR BODIES OF WATER;
- WILL NOT RESULT IN THE OVERLOADING OF EITHER SEWAGE TREATMENT WORKS OR THE SEWERAGE SYSTEMS;
- PROVIDE ACCESS FOR WATER COURSE MAINTENANCE AND PROVIDE A WATER COURSE CONSERVATION CORRIDOR WHERE APPROPRIATE;

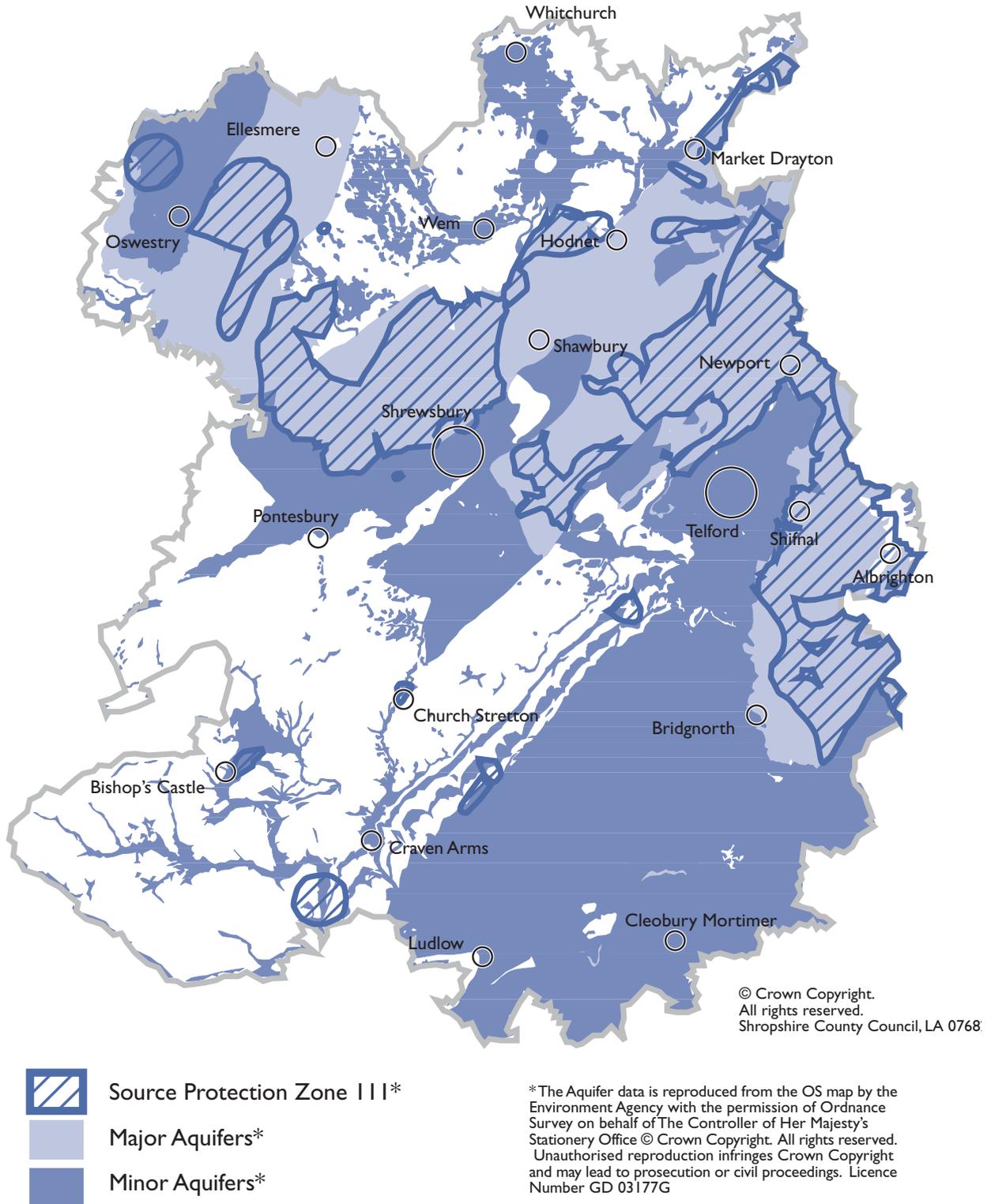
AND

- WILL NOT INVOLVE THE CULVERTING OF WATERCOURSES.

- 14.5 Generally the quality of water resources in Shropshire and Telford & Wrekin is high, but there are a number of concerns at which this policy is aimed. There are isolated problems of pollution such as heavy metal run off from abandoned metal mines in South Shropshire. There are concerns about the nitrate build up in ground water and Nitrate Sensitive Areas (NSA's) and Nitrate Vulnerable Zones (NVZ's) are administered by DEFRA in response to this. There are two NSA's (Nitrate Sensitive Areas) in east Shropshire and one at Bishops Castle, and two NVZ's which cover an extensive area of eastern Shropshire. There are problems of low flow in some watercourses in eastern Shropshire, exacerbated by dry weather and rates of abstraction. This is causing some concern as it affects the ability of certain watercourses to carry effluent from sewage treatment works and adversely affects the water environment generally.
- 14.6 Groundwater, contained within natural underground aquifers and released slowly to water courses and other wetlands, is usually of high quality, requires little treatment prior to use and provides potable water supplies for industrial and agricultural uses. Aquifers are sensitive to the effects of over-exploitation and contamination from landfill leachates, road traffic, industrial and agricultural processes and practises which accumulate and remain for a very long time. Over-exploitation of aquifers leads to lowering of groundwater levels, in turn reducing water course flow and impoverishing wetland habitats. It can also damage agricultural land by drying out peaty soils.

Figure 10

# aquifer zones



- 14.7 Traditional approaches to draining developed areas are having a damaging effect on the environment and are not sustainable. Sustainable Urban Drainage Systems (SUDS) is an approach to managing rainfall that replicates natural drainage in order to reduce the risk of flooding, prevent pollution, recharge groundwater and enhance the environment. Several techniques can be employed in order to achieve a sustainable drainage system including the use of swales (grassland depressions that provide temporary storage for storm water, reducing peak flows); porous pavements (an alternative to conventional paving allowing water to permeate through the paved structure); and balancing ponds (able to hold back storm runoff for a short while, allowing for the settlement of solids). Further guidance can be found in the Environment Agency publication Sustainable Urban Drainage (2000).
- 14.8 Demand for water is rising nationally together with public expectations of quality and security of supply. Growing demand and global climate changes could combine to increase the problem. This needs to be addressed by minimising leakage, developing more efficient equipment and promoting efficient use including recycling in both commercial and domestic situations.

## **P54 FLOODING**

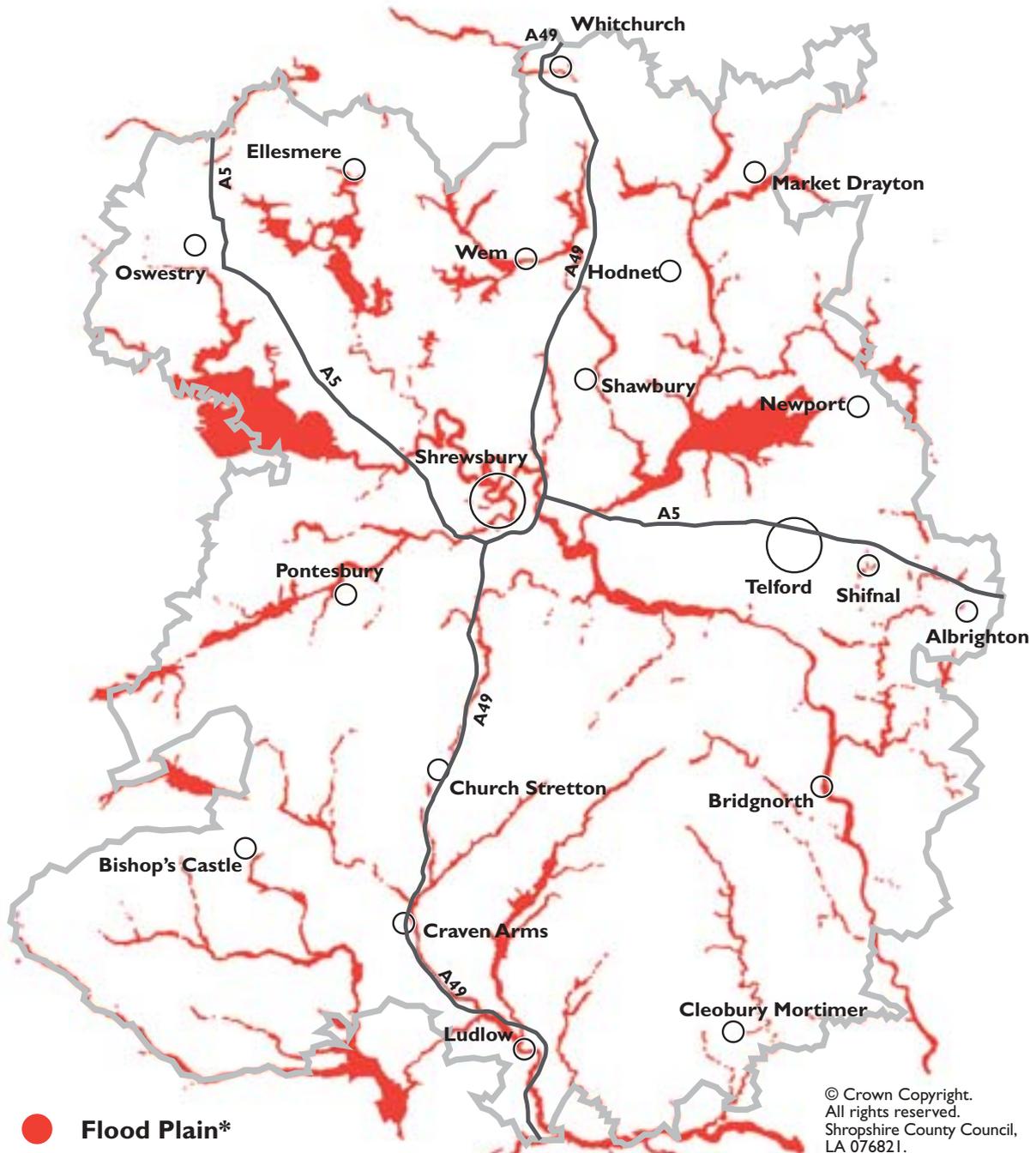
PROPOSALS FOR DEVELOPMENT MUST ENSURE THAT THE DEVELOPMENT IS NOT AT RISK FROM FLOODING AND DOES NOT INDIVIDUALLY OR CUMULATIVELY WITH OTHER DEVELOPMENT – EXISTING OR PROPOSED – EXACERBATE FLOOD RISK, INCLUDING DOWNSTREAM OF THE PLAN AREA.

IN PREPARING LOCAL PLANS AND IN CONSIDERING PROPOSALS, LOCAL PLANNING AUTHORITIES MUST ASSESS FLOOD RISK AND THEN WHERE APPROPRIATE APPLY THE SEQUENTIAL TEST FOR DEVELOPMENT IN AREAS AT RISK FROM FLOODING SET OUT IN PPG25.

LOCAL PLANNING AUTHORITIES WILL GIVE CONSIDERATION TO THE NECESSARY LONG TERM CHANGES IN THE USE AND MANAGEMENT OF LAND, INCLUDING FLOOD DEFENCES, TO BRING ABOUT THE MORE EFFICIENT MANAGEMENT OF STORAGE AND RELEASE OF FLOODWATER.

Figure 11

# flood plains



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- 14.9 PPG25 Development and Flood Risk, requires structure plans to set out the strategic approach to flood risk and the control of surface water drainage. It sets out a number of material considerations that must be taken into account and a sequential test which is to be applied to development proposals in liaison with the Environment Agency. Figure 11 shows those parts of the Plan Area that are liable to risk from flooding. Flooding is a particular risk in those areas associated with the Rivers Vyrnwy and Severn, but other rivers also cause localised problems. A current partnership project called the Severn-Vyrnwy Land Management Initiative is considering the future land management options for the Severn-Vyrnwy confluence where extensive flooding occurs.
- 14.10 When preparing Local Plans, District Councils should liaise with the Environment Agency and take into account the provisions of this policy and PPG25 when considering which areas are suitable for development, or which require particular drainage management solutions. Policy 53 Water Resources also contains criteria relevant to minimising flood risk and providing sustainable drainage techniques.

## P55 DERELICT LAND

THE AMOUNT OF DERELICT LAND WILL BE REDUCED BY RECLAMATION TO USES APPROPRIATE TO THE LOCAL AREA. NEW USES FOR RECLAIMED SITES MUST BE COMPATIBLE WITH THE ADJOINING AREA AND IN THE RURAL AREA SITES SHOULD BE RECLAIMED TO USES APPROPRIATE TO THE RURAL AREA.

FULL ACCOUNT WILL BE TAKEN OF THE SCIENTIFIC, HISTORICAL, EDUCATIONAL AND RECREATIONAL IMPORTANCE OF SITES AS WELL AS MEASURES TO PREVENT POSSIBLE POLLUTION AND ADVERSE HEALTH EFFECTS ARISING FROM REDEVELOPMENT OF CONTAMINATED LAND.

PROPOSALS FOR DEVELOPMENT SHOULD ENSURE THAT NEW AREAS OF DERELICTION WILL NOT OCCUR AS A RESULT OF THE CARRYING OUT OF THE DEVELOPMENT.

- 14.11 Derelict land is defined as "land so damaged by industrial or other development that it is incapable of beneficial use without treatment." The causes of dereliction relate principally to the early industrial and mining activities and to former military sites.
- 14.12 The reclamation of derelict land is essential because of its adverse environmental impact and in some cases because of potential danger to public health and safety. It also represents a potentially valuable resource which can be brought into beneficial use. The priorities for reclamation are:
- Land suitable for development, including tourism
  - Contaminated land which is a threat to public health and safety
  - Unstable land, much of which is in the Ironbridge Gorge
  - Sites within the Area of Outstanding Natural Beauty and other areas of special landscape character.

- 14.13 Many sites contain wildlife, historic, recreational and biodiversity interest. Any reclamation scheme or other development proposal should fully consider such interests and should weigh carefully the need for the scheme against them. Where a scheme proceeds, environmental and ecological issues must inform the engineering designs and construction process. A sustainable reclamation strategy is needed for each project. This must consider the impact of the scheme at every level – environmental, economic, and social, and must secure community involvement from the earliest stage.

## MONITORING

- 14.14 Set out below are the indicators relevant to specific policies in this Chapter. Many of the selected indicators are relevant to more than one policy in the Plan. Where this is the case the indicator has been cross- referenced. See paragraph 1.16 for a list of objectives.

Policy	Objectives	Indicator	Source
P52 - Agricultural Land	<ul style="list-style-type: none"> <li>•6</li> <li>•9</li> <li>•10</li> <li>•11</li> </ul>	<ul style="list-style-type: none"> <li>•12</li> <li>•15</li> <li>•23</li> </ul> <p>Number and type of development and management proposals where the local planning authority determined that the need to protect the best and most versatile agricultural land outweighed the merits of the proposal.</p>	District Council's, B of T&W and S.C.C.
P53 - Water Resources	<ul style="list-style-type: none"> <li>•6</li> <li>•7</li> <li>•8</li> <li>•9</li> <li>•10</li> </ul>	<ul style="list-style-type: none"> <li>•11</li> <li>•12</li> <li>•15</li> <li>•16</li> </ul> <p>Number of development proposals refused:-</p> <ul style="list-style-type: none"> <li>- due to the risk of pollution to groundwater or watercourses;</li> <li>- due to the lack of a sustainable water supply;</li> <li>- due to the potential adverse effect on the character of the watercourse or water body;</li> <li>- due to the overloading of either sewage treatment works or sewerage systems;</li> <li>- due to the proposed culverting of a watercourse.</li> </ul> <p>Examples of development proposals incorporating water minimisation measures.</p>	<p>District Councils, B of T&amp;W, S.C.C, Environment Agency (EA), Severn Trent Water plc.</p> <p>District Councils, B of T&amp;W, S.C.C, EA, Severn Trent Water plc.</p>

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>
		Examples of development proposals incorporating sustainable drainage techniques.	District Councils, B of T&W, S.C.C, EA, Severn Trent Water plc.
P54 - Flooding		Number of development proposals permitted on land at risk of flooding (low, medium, high risk).	EA (DEFRA), District Councils, S.C.C. and B of T&W.
	<ul style="list-style-type: none"> <li>•10</li> <li>•11</li> </ul>	<ul style="list-style-type: none"> <li>•12</li> <li>•13</li> </ul> Number of development proposals refused on flooding grounds and analysis of reasons.	District Councils, B of T&W and S.C.C.
		Flood defence / flood prevention schemes (requiring planning permission) in progress.	District Councils, B of T&W, S.C.C and EA.
P55 - Derelict Land	<ul style="list-style-type: none"> <li>•9</li> <li>•10</li> <li>•11</li> <li>•17</li> </ul>	Area / number of derelict sites identified as being in need of reclamation and renewal.  Number of proposals for reclamation permitted.  Number of proposals for reclamation being completed.	District Councils, S.C.C. and B of T&W.  District Councils, S.C.C. and B of T&W.  District Councils, S.C.C. and B of T&W.

## Chapter 15

# energy

- 15.1 The way energy is used is often inefficient and wasteful. National figures suggest that savings of 20% and more are often easily achievable. This has important implications for the environment through the release of greenhouse gases, notably carbon dioxide, and other pollutant emissions. At regional level such inefficiency and waste can have significant detrimental impacts on the local economy, the competitiveness of local industries and business, and on sustainable development.
- 15.2 The need to reduce carbon dioxide emissions has been accepted by the UK Government which is committed to a 12% cut in emissions of greenhouse gases from 1990 levels by 2008-2012 through the Kyoto Protocol and a 20% cut by 2010 which it has set for itself. If Shropshire and the Borough of Telford & Wrekin are to contribute towards national efforts to stabilise and then reduce carbon dioxide emissions, and continue the commitment to sustainable development, then energy saving and energy efficiency measures are needed. The Structure Plan has a key role to play in encouraging a more rational use of energy and discouraging inefficient use and wastage within its area, and in promoting the application and use of energy saving and energy efficiency measures in all proposed developments.

### P56 ENERGY EFFICIENCY

LOCAL PLANS SHALL ENSURE THAT DEVELOPMENT PROPOSALS FOR NEW BUILD OR CONVERSION WILL DEMONSTRATE HOW THEY WILL EXPLOIT OPPORTUNITIES FOR ACHIEVING THE HIGHEST LEVELS OF ENERGY EFFICIENCY BY UTILISING APPROPRIATE DESIGN, MATERIALS AND METHODS OF CONSTRUCTION AND INNOVATIVE LAYOUTS TO ACHIEVE MAXIMUM BENEFITS FROM PASSIVE SOLAR GAIN.

- 15.3 Development proposals should demonstrate that energy use has been minimised throughout its lifetime through appropriate design and construction methods and by the use of high-quality construction materials. These include, for example:
- The use of higher levels of thermal insulation and double glazing.
  - Energy management systems.
  - Energy efficient heating and lighting systems.
  - Passive solar design techniques.
  - The integration of active solar heating systems and solar cells (PV) in the fabric of a building.

- 15.4 Housing is responsible for almost a third of the UK's climate change emissions. Unless new housing becomes more sustainable, houses built now will still be damaging the environment in 50 years time. The cost of building houses that drastically cut greenhouse gas emissions and water use is little different than the cost of a conventional house. The Home Energy Conservation Act 1995 focuses attention on the scope for increasing energy efficiency in the housing stock.
- 15.5 PPG3 encourages the use of policies that promote the energy efficiency of new housing. Such housing should be orientated to encourage the maximisation of sunlight to the principle habitable rooms. Maximising the potential for passive solar gain and securing optimum heat retention helps to significantly reduce the energy consumption of buildings.
- 15.6 Influencing the forms of developments can help to reduce energy consumption, for example by encouraging concentration and mixed-use developments in existing settlements. Such developments have the potential to reduce travelling distances, hence reducing the need to travel and making other low energy means of transport, such as cycling and walking, more attractive. Additionally, higher density and mixed developments can improve the prospects for combined heat and power systems and/or district community and shared heating schemes.

## **P57 RENEWABLE ENERGY**

DEVELOPMENTS WHICH GENERATE AND USE ENERGY FROM RENEWABLE RESOURCES ARE ENCOURAGED IN PRINCIPLE.

LOCAL PLANS SHALL CONTAIN DETAILED POLICIES WHICH WILL ENSURE THAT THE NATIONAL AND LOCAL ENVIRONMENTAL, SOCIAL AND ECONOMIC BENEFITS OF INDIVIDUAL SCHEMES ARE NOT OFFSET BY ADVERSE EFFECTS ON PEOPLE AND THE ENVIRONMENT AND THAT THERE IS SAFE AND ADEQUATE ACCESS.

- 15.7 The Government hopes that 10% of electricity generation will be from renewable sources by 2010.
- 15.8 If the Joint Structure Plan area is to contribute towards national and international efforts to stabilise and reduce carbon dioxide emissions, as part of the commitment to sustainable development, a much larger proportion of renewable energy resources will need to be exploited. At the same time, renewable energy development can assist the diversification of the rural economy, provide new sources of income and employment.
- 15.9 The most practicable renewable energy resources in Shropshire and Telford & Wrekin are biomass, landfill gas, waste, and small-scale hydro resources. These resources are relatively evenly dispersed throughout the plan area. At the moment, there is little exploitation of any of these renewable energy resources to generate electricity. However, if the practicable resources were fully exploited, emissions of carbon dioxide would be reduced by approximately 82,000 tonnes by 2005, and by 106,000 tonnes by 2025.

- 15.10 Proposals which seek to exploit renewable energy resources in an appropriate manner will be welcomed, particularly when they are implemented on a small-scale and maximise the benefits likely to accrue to the communities where they are located.
- 15.11 Although renewable energy developments usually contribute to sustainability, such schemes, especially those on a large scale, may generate significant adverse local impacts. Therefore, careful attention must be given to the likely social and environmental impacts caused by development and appropriate mitigation measures introduced where necessary. Where appropriate, environmental assessments should be carried out.

## MONITORING

- 15.12 Set out below are the indicators relevant to specific policies in this Chapter. Many of the selected indicators are relevant to more than one policy in the Plan. Where this is the case the indicator has been cross referenced. See paragraph 1.16 for a list of objectives.

Policy	Objectives	Indicator	Source
P56 - Energy Efficiency	<ul style="list-style-type: none"> <li>•4</li> <li>•8</li> <li>•9</li> <li>•10</li> <li>•12</li> <li>•15</li> </ul>	<p>Assessing the energy efficiency of buildings is complex. The best method would be to monitor energy consumption by building type. However, detailed energy data is not currently available.</p> <p>The DTI are currently in negotiations with the energy supply and network companies to obtain data on energy consumption.</p>	
P57 - Renewable Energy	<ul style="list-style-type: none"> <li>•5</li> <li>•8</li> <li>•9</li> <li>•10</li> <li>•12</li> <li>•15</li> </ul>	<p>Number and type (and energy output) of development proposals permitted which generate or use energy from renewable energy resources.</p> <p>Number and type of development proposals refused which would generate or use energy from renewable energy resources and an analysis of the reasons for refusal.</p> <p>The existence of relevant Local Plan Policies and /or Supplementary Planning Guidance.</p>	<p>District Council's, B of T&amp;W, S.C.C.</p> <p>District Council's, B of T&amp;W, S.C.C</p> <p>District Council's, B of T&amp;W, S.C.C.</p>



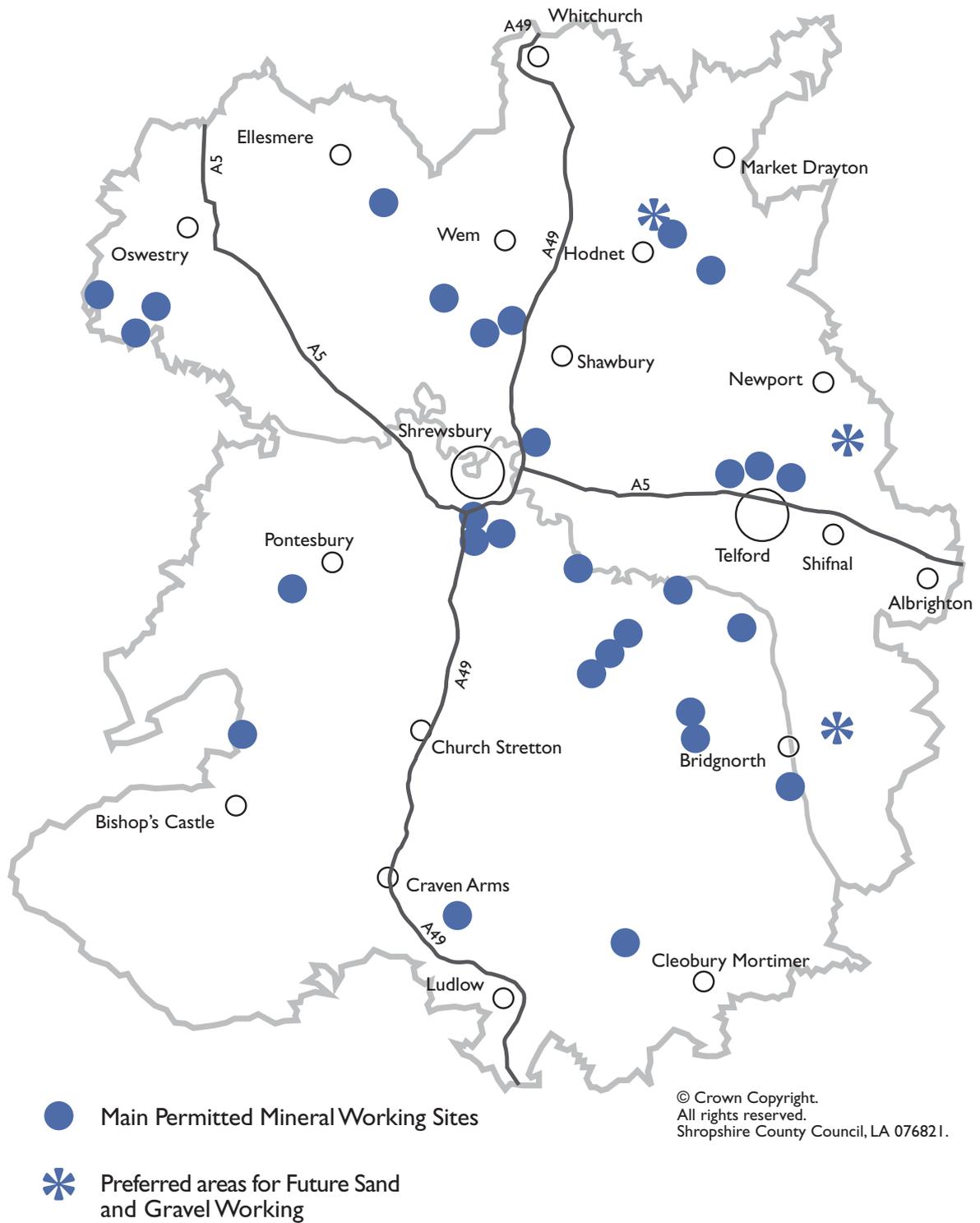
## Chapter 16

# minerals and waste

### MINERALS

- 16.1 Minerals are an essential raw material for the construction industry and for power generation. Shropshire and Telford & Wrekin is underlain by extensive deposits of economically valuable minerals for which there is continuing demand. Increasingly however, there is a recognition that mineral working can have a significant impact on the environment and quality of life. Shropshire County Council and Telford & Wrekin Borough Council are the Mineral Planning Authorities (MPAs) for the Joint Structure Plan area. The MPAs, in determining planning applications for mineral development, are required to balance the need for minerals with the equally important requirement to protect the environment. The detailed planning policies which will guide the MPAs' decisions during the period 1996 to 2006 are set out in the Shropshire, Telford & Wrekin Minerals Local Plan.
- 16.2 There is a wide range of rock types in Shropshire and Telford & Wrekin, and the area is world famous for its geological history and diversity. The mineral resources currently worked are aggregate materials (sand and gravel and crushed rock), building stone, coal, fire clay and brick clay. The aggregates industry is the most active. The reserves supply both local markets and a wider area, particularly in the case of crushed rock and fire clay where the destinations are in the West Midlands region and further afield.
- 16.3 **Sand and gravel.** In 1999 there were twelve permitted sites in the Plan area, with reserves totalling about 21.6 million tonnes. In previous years, Shropshire and Telford & Wrekin has produced up to about 1 million tonnes of sand and gravel per annum. The material is used in the construction industry.
- 16.4 **Crushed rock** In 1999 there were thirteen permitted sites in the Plan area, with reserves totalling about 81.1 million tonnes. In previous years Shropshire and Telford & Wrekin have produced between 3 and 4 million tonnes of crushed rock per annum. Crushed rock is mainly used for road construction and maintenance.
- 16.5 **Building stone** (including dimension stone) In 1999 there were six permitted sites in the Plan area, with reserves totalling about 500,000 tonnes, linked to the granting of further extensions of time. In previous years Shropshire and Telford & Wrekin has produced up to about 1,000 tonnes of building stone per annum.
- 16.6 **Coal and Fire Clay** is produced from a series of small coalfields. All of the coalfields have been worked by underground mining methods in the past. In more recent years the only active coal working has been carried out by opencast mining methods in the Coalbrookdale or Broseley coalfield. In 1999 there were 2 permitted coal sites in the Plan area. The coal seams have often been worked in conjunction with fire clays. The coal is primarily used for electricity generation and the fire clay is mainly used to make engineering bricks and paviers.

**Figure 12**  
**mineral workings**



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- 16.7 **Brick Clay** from the Upper Coal Measures is quarried in Telford and south of Bridgnorth and used directly by local brick works, as well as outside Shropshire and Telford & Wrekin. At June 1999 there were 4 permitted sites in the Plan area, with reserves totalling about 7 million tonnes.
- 16.8 **Other minerals** have been worked in the past, including: ironstone, limestone and clay in the Telford area; metalliferous minerals (lead, zinc, barytes, copper) particularly in West and South Shropshire and peat has been extracted from Whixall Moss in the north of the Plan area. Many of these old mineral sites have found new uses by being reclaimed for amenity purposes. Others have all but vanished into the modern landscape, although extensive areas of abandoned underground workings, spoil heaps and old shafts still remain and can retain archaeological, geological or nature conservation interest. There may also be concerns about surface subsidence and pollution unless former mineral sites are properly treated.

## P58 A SUSTAINABLE APPROACH TO MINERAL DEVELOPMENT

THERE WILL BE A SUSTAINABLE APPROACH TO THE DEVELOPMENT OF MINERAL RESOURCES WHICH SEEKS TO ACHIEVE THE BEST BALANCE OF SOCIAL, ENVIRONMENTAL AND ECONOMIC COSTS AND BENEFITS, ENSURING AN ADEQUATE SUPPLY TO MEET NEEDS, AND TAKING INTO ACCOUNT THE FOLLOWING PRINCIPLES:

- THE NEED TO CONSERVE MINERALS;
- ENSURING THAT ADVERSE ENVIRONMENTAL IMPACTS AND EFFECTS ON PEOPLE CAUSED BY MINERAL OPERATIONS AND THE TRANSPORT OF MINERALS ARE KEPT TO A MINIMUM;
- PROMOTING THE EFFICIENT USE OF MATERIALS BY ENCOURAGING APPROPRIATE USE OF HIGH QUALITY MATERIALS; REDUCTION, RE-USE AND RECYCLING; AND WASTE MINIMISATION;
- PREVENTING THE UNNECESSARY PERMANENT STERILISATION OF MINERAL RESOURCES;

AND

- ENCOURAGING SENSITIVE WORKING, RESTORATION AND AFTERCARE PRACTISES SO AS TO PRESERVE OR ENHANCE THE OVERALL QUALITY OF THE ENVIRONMENT.

- 16.9 Minerals can only be extracted where they are found. The decision whether to permit a proposed mineral working has to balance the economic and other benefits against the need to protect the environment, including people's living and working conditions.

- 16.10 Mineral resources are finite, hence it is essential that these resources should be managed to minimise the use of primary materials. It is also important to minimise waste and permanent environmental damage and to maximise the re-use of suitable materials such as secondary aggregates. Sustainable development is also about protecting and enhancing the quality of life in the plan area. Further guidance is set out in the Minerals Local Plan.

## P59 ENVIRONMENTAL CONSIDERATIONS

MINERAL EXTRACTION, PROCESSING OR ASSOCIATED DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT CAN BE DEMONSTRATED THAT THERE WILL BE NO UNACCEPTABLY ADVERSE EFFECT ON INTERESTS OF ACKNOWLEDGED IMPORTANCE. THESE MAY INCLUDE:

- BEST AND MOST VERSATILE AGRICULTURAL LAND;
- PEOPLE AND LOCAL COMMUNITIES;
- LANDSCAPE CHARACTER;
- THE HISTORIC ENVIRONMENT;
- WILDLIFE; AND
- WATER RESOURCES.

AREAS OF DESIGNATED LANDSCAPE OR NATURE CONSERVATION VALUE WILL BE PROTECTED FROM MINERAL DEVELOPMENT, EXCEPT IN EXCEPTIONAL CIRCUMSTANCES AND WHERE IT HAS BEEN DEMONSTRATED THAT THE DEVELOPMENT IS IN THE PUBLIC INTEREST.

- 16.11 Shropshire and Telford & Wrekin have a range of international, national and locally sensitive sites or areas of wildlife, landscape, historical, archaeological, architectural or geological importance. If a more sustainable approach to the development of mineral resources is to be achieved, such sites and species need to be properly protected. The degree of protection afforded to designated areas of local importance will not be as great as that afforded to designated areas of international or national importance. Further guidance is given in Policies 45-51 of this Plan.
- 16.12 This is not simply a matter of protecting what is best and most rare; it is also about keeping the range of familiar and common sites and species. In preparing proposals, developers also need to consider the impact on the surrounding environment. For example, there are often important features which provide corridors, links or stepping stones from one habitat to the next and help to sustain biological diversity (PPG9). In a similar way, sites of historical interest often need to be considered in the context of the wider historic landscape which provides their setting (PPG16). Further guidance is given in the Minerals Local Plan policies M3 (Development Control Considerations); M5 (Sensitive Sites and Species); M6 (Protecting Archaeological Remains); and M7 (The Countryside and the Local Economy).

**P60 LANDBANKS FOR NON-ENERGY MINERALS**

PROVISION WILL BE MADE IN THE MINERALS LOCAL PLANS FOR THE MAINTENANCE OF APPROPRIATE LANDBANKS FOR NON-ENERGY MINERALS, INCLUDING: SAND AND GRAVEL, CRUSHED ROCK, AND CLAY, THROUGHOUT AND AT THE END OF THE PLAN PERIOD, IN LINE WITH NATIONAL POLICY GUIDANCE, WHERE THIS IS COMPATIBLE WITH POLICY P58.

- 16.13 A landbank is a stock of planning permissions for the winning and working of minerals. They are used as a tool to control the release of mineral resources, helping to conserve minerals and make efficient use of the resources released. Landbanks are necessary to enable the supply industry to respond speedily to fluctuations in demand. The period of the landbank reflects the lead in time that may be involved in obtaining planning permission and bringing a site into full production. Resources required to meet the landbank requirements for non-energy minerals are identified in the current Joint Minerals Local Plan.

**P61 REGIONAL APPORTIONMENT FOR AGGREGATES**

SHROPSHIRE AND TELFORD & WREKIN'S SHARE OF THE REGIONAL AGGREGATES APPORTIONMENT WILL BE MET THROUGH THE ALLOCATION OF SUFFICIENT SITES IN THE MINERALS LOCAL PLAN AND BY MAINTAINING A LANDBANK OF PERMITTED RESERVES IN ACCORDANCE WITH NATIONAL POLICY GUIDANCE, WHERE THIS IS COMPATIBLE WITH POLICY P58.

- 16.14 The provision for aggregates in the current Joint Minerals Local Plan reflects the 'sub-regional apportionment' figure based on technical advice from the West Midlands Regional Aggregates Working Party (WMRAWP). Taking the advice contained in MPG6, the WMRAWP have recommended annual apportionments for each County, based on previous production figures. Further details of aggregate provision and the sub-regional apportionment are given in the Minerals Local Plan.

## P62 SECONDARY AGGREGATES

THE EFFICIENT USE OF MINERAL RESOURCES IS ONE OF THE PRINCIPAL OBJECTIVES OF A SUSTAINABLE APPROACH TO MINERAL DEVELOPMENT. OPERATORS WILL BE EXPECTED TO TAKE APPROPRIATE STEPS TO CONSERVE PRIMARY AGGREGATE RESOURCES. THE INCREASED SUPPLY AND USE OF SECONDARY AGGREGATE MATERIAL WILL BE ENCOURAGED BY GIVING FAVOURABLE CONSIDERATION TO SUITABLE SITES FOR THE RECEPTION, TREATMENT AND DISTRIBUTION OF SUCH MATERIAL.

- 16.15 Although secondary aggregates are unlikely to completely replace the need for extracting primary aggregates, they can increasingly make an important contribution. Benefits include reducing the amount of land required to dispose of inert waste and avoiding the disturbance of land for primary aggregate production.
- 16.16 It is national, regional and local policy to encourage an increase in the contribution of secondary aggregates, consistent with the aim of attaining a more sustainable approach to the development of mineral resources (Policy 58). It is considered that every effort should be made to maximise the use of secondary aggregates wherever this can be justified and considered to be environmentally acceptable. Further guidance is given in the Minerals Local Plan policy M17.
- 16.17 Potential secondary aggregate sources in Shropshire and Telford & Wrekin include industrial by-products such as power station ash and wastes such as colliery spoil, vein discard minerals and quarry overburden material.

### **Definition: Secondary Aggregate**

- 16.18 Other materials usable as aggregate, which are the by-products of quarrying and mining and other industrial processes [e.g. colliery waste or minestones, blast furnace slag, power station ash, china clay sand, demolition and construction wastes including road planings, but excluding chalk and clay/shale worked primarily for aggregate purposes] [ODPM].

### **Waste**

- 16.19 Shropshire County Council and Telford & Wrekin Borough Council are the Waste Planning Authorities (WPAs) for their respective areas. Waste Planning Authorities (WPAs) are responsible for preparing waste development plans and the determination of planning applications for waste related development. In discharging these functions WPA's are required to balance the need for waste management facilities with the need to protect the environment. The detailed planning policies which will guide the WPAs' decisions during the period 2001 to 2011 will be set out in the Shropshire Waste Local Plan and the Telford & Wrekin Waste Local Plan. The First Deposit Draft of the Shropshire Waste Local Plan was published in summer 2002. The First Deposit Draft of the Telford & Wrekin Waste Local Plan is proposed to be published in 2004.

**P63 A SUSTAINABLE APPROACH TO WASTE MANAGEMENT**

THERE WILL BE A SUSTAINABLE APPROACH TO WASTE MANAGEMENT WHICH SEEKS TO ENSURE THAT ADEQUATE FACILITIES EXIST FOR THE TREATMENT AND DISPOSAL OF WASTE, ACHIEVING THE BEST BALANCE OF SOCIAL, ENVIRONMENTAL AND ECONOMIC COSTS AND BENEFITS, AND TAKING INTO ACCOUNT THE FOLLOWING PRINCIPLES:

- CONSIDERATION OF THE BEST PRACTICABLE ENVIRONMENTAL OPTION FOR EACH WASTE STREAM;
  - REGIONAL SELF SUFFICIENCY;
  - THE PROXIMITY PRINCIPLE;
- AND
- THE WASTE HIERARCHY.

- 16.20 Sensitive waste management practices are needed in order to preserve or enhance the overall quality of the environment; to avoid risks to human health; to protect sensitive sites and species; and to minimise adverse environmental impacts (PPG10).
- 16.21 The Government has set out a policy framework for sustainable waste management (A Way with Waste) within which stakeholders can plan and take waste management decisions, which reduces the amount of waste we produce, and, where waste is produced, deals with it in a way which contributes to the economic, social and environmental goals of sustainable development.
- 16.22 The Best Practicable Environmental Option (BPEO) is the outcome of a systematic consultative and decision making procedure which establishes, for a given set of objectives, the option that provides the most benefits or the least damage to the environment, as a whole, at acceptable cost, in the long term as well as the short term. Further guidance on BPEO can be found in the Waste Local Plans.
- 16.23 The principle of Regional Self Sufficiency assumes that most waste should be treated or disposed of within the region where it is produced. Each region should provide for facilities with sufficient capacity to manage the quantity of waste expected to arise in that area for at least 10 years. Further advice will be given in revised Regional Planning Guidance.
- 16.24 The Proximity Principle assumes that waste should generally be managed as near as possible to its place of production, in order to minimise the environmental impacts which arise from the transportation of waste.
- 16.25 The Waste Hierarchy is a theoretical framework which acts as a guide when considering potential waste management options and which should be considered when assessing the BPEO. The waste hierarchy suggests that the most effective solution may be to reduce the generation of waste (reduction). Where further reduction is not practicable, products and materials can sometimes be used again, either for the same or a different

purpose (re-use). Failing that, value should be recovered from waste (preferably through recycling, composting or energy recovery). Within the hierarchy, incineration with energy recovery should not be considered before the opportunities for recycling and composting have been explored. Only if none of the above offer an appropriate solution should waste be disposed of.

## **P64 WASTE MINIMISATION**

IN PREPARING LOCAL PLANS AND DETERMINING PLANNING APPLICATIONS, LOCAL PLANNING AUTHORITIES SHALL ENSURE THAT NEW DEVELOPMENT WILL CONTRIBUTE TO MEETING THE RELEVANT NATIONAL, REGIONAL AND LOCAL TARGETS FOR WASTE MINIMISATION, RECOVERY (INCLUDING RECYCLING, COMPOSTING AND ENERGY RECOVERY), AND FOR THE DIVERSION OF WASTE FROM LANDFILL. LOCAL PLANNING AUTHORITIES SHALL TAKE INTO ACCOUNT:

- THE QUALITY AND NATURE OF WASTE GENERATED DURING CONSTRUCTION AND DURING THE LIFE OF THE PROPOSED LAND USE;
- AND
- WHETHER THE PROPOSAL IS DESIGNED TO MANAGE ADEQUATELY WASTE ORIGINATING AT THE SITE OVER THE LIFE OF THE DEVELOPMENT.

16.26 The types and volumes of waste generated by a new development and an applicant's ability to demonstrate that the waste produced will be dealt with in an environmentally acceptable manner, are legitimate planning considerations. New development across a range of types and scales provides the opportunity to embrace the principles of waste minimisation and recycling and can thus make a significant contribution towards a more sustainable approach to waste management. Local Planning Authorities have the opportunity to make a significant contribution to effective waste planning by considering the waste implications of all forms of new development for which they are responsible. The attention paid to waste as an issue would need to reflect the scale and nature of the development proposed.

16.27 One of the principles of the National Waste Strategy is that waste should be managed in close proximity to the place where it is generated (the 'Proximity Principle'). There is a need to consider the broader context of how waste might be collected efficiently and effectively and dealt with, as close as possible to where it is generated. In the case of major housing development, for instance, the feasibility of community heating schemes might be considered. This could bring local environmental benefits such as a reduction in traffic carrying wastes. The careful husbandry of waste materials generated by the development process has the potential to make a significant contribution to meeting national, regional and local targets for waste management.

## P65 PROVISION OF WASTE FACILITIES

PROPOSALS FOR WASTE MANAGEMENT DEVELOPMENT CONSISTENT WITH A SUSTAINABLE APPROACH TO WASTE MANAGEMENT (POLICY P63) AND THE ENVIRONMENTAL CONSIDERATIONS IN POLICY P67 WILL BE PERMITTED PROVIDED THAT THERE IS A CLEARLY ESTABLISHED NEED FOR ADDITIONAL CAPACITY AND FACILITIES OF THE KIND PROPOSED. IN MAKING APPLICATIONS FOR WASTE MANAGEMENT DEVELOPMENT, PARTICULAR REGARD SHOULD BE PAID TO:

- THE LATEST INFORMATION ON THE TYPE AND VOLUME OF WASTE TO BE MANAGED IN THE JOINT STRUCTURE PLAN AREA;
- THE NEED TO ENSURE THAT THERE IS AN INTEGRATED NETWORK OF WASTE TREATMENT AND DISPOSAL SITES TAKING ACCOUNT OF THE NEED TO LOCATE FACILITIES AS CLOSE AS POSSIBLE TO THE SOURCE OF WASTE ARISING;
- OPPORTUNITIES TO SECURE ENVIRONMENTAL BENEFITS BY LOCATING DIFFERENT TYPES OF WASTE MANAGEMENT FACILITY CLOSE TOGETHER OR BY CO-LOCATING FACILITIES ON ONE SITE;
- THE TARGETS AND PROVISIONS OF THE WASTE LOCAL PLAN;
- THE NEED TO ACHIEVE REGIONAL SELF-SUFFICIENCY;

AND

- NATIONAL AND REGIONAL GUIDANCE ON WASTE MANAGEMENT.

16.28 The Waste Planning Authorities will consider the need for particular types of waste management facility in the area proposed. They will adopt as far as practicable the 'proximity principle', seeking to ensure that the treatment/disposal of waste will be close to the course of production. This is justified on the basis of communities needing to take more responsibility for the waste produced and, secondly, to limit environmental damage caused by transporting waste (Waste Strategy 2000). To this end, it is recognised that there needs to be, as far as is practicable, a network of local facilities for the handling, treatment and disposal of waste. Policy 63 gives further guidance on the policy principles which will apply to the assessment of different types of waste management facility.

16.29 There may be significant advantages to locating different types of waste management facility close together or co-locating facilities on one site. This can secure environmental and economic benefits by, for example, reducing overall traffic volumes and the costs of transportation.

16.30 Government guidance advises that each Region should generally expect to provide sufficient facilities for managing the waste arising in its area: this is known as 'regional self-sufficiency'. A regional waste strategy is being developed by the West Midlands Regional Technical Advisory Board (RTAB). The draft strategy recognises that there are complex flows of waste between different sub-regions within the West Midlands region. It is

considered inevitable, and sometimes consistent with the proximity principle, that these waste movements will continue. Although the draft strategy recognises that self-sufficiency is not a practical concept for all sub-regions of the West Midlands, it nevertheless considers it is essential that each Waste Collection Authority, Waste Disposal Authority and Waste Planning Authority, seeks to provide facilities to manage as much of the waste generated in their area as possible.

- 16.31 Detailed guidance on new waste management facilities and land use policies for the handling, treatment and disposal of waste will be provided in the Waste Local Plans of the two authorities.

## **P66 PROTECTION OF WASTE MANAGEMENT SITES**

LOCAL PLANNING AUTHORITIES SHALL ENSURE THAT THE OPERATION OF EXISTING WASTE MANAGEMENT SITES WILL NOT BE JEOPARDISED BY THE DEVELOPMENT OF ADJACENT LAND FOR USES WHICH ARE INCOMPATIBLE WITH THE PROXIMITY OF A WASTE MANAGEMENT FACILITY.

SITES WITH OUTSTANDING PLANNING PERMISSION FOR A WASTE MANAGEMENT USE WILL BE PROTECTED FROM PRIOR USE AND INCOMPATIBLE DEVELOPMENT ON ADJACENT LAND.

- 16.32 In seeking to develop and maintain an integrated network of waste management facilities, as an essential component of public service infrastructure, it is important that suitable or identified sites are safeguarded and are not sterilised by competing land uses.
- 16.33 Local planning authorities should avoid adverse impacts from incompatible land uses which might otherwise be sited adjacent to each other. The development and operation of waste management facilities can be compromised by the prior use or encroachment of other land uses. The Waste Planning Authority will therefore resist the prior use of permitted waste management sites where this would compromise the proposals for waste management development. The Waste Planning Authority will also resist development of neighbouring land for sensitive land uses which would be incompatible with permitted waste management proposals.

## **P67 ENVIRONMENTAL CONSIDERATIONS**

PROPOSALS FOR WASTE MANAGEMENT DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT CAN BE DEMONSTRATED THAT THERE WILL BE NO UNACCEPTABLE ADVERSE IMPACT ON INTERESTS OF ACKNOWLEDGED IMPORTANCE, OTHER THAN IN EXCEPTIONAL CIRCUMSTANCES AND WHERE IT HAS BEEN DEMONSTRATED THAT DEVELOPMENT IS IN THE PUBLIC INTEREST. THESE INTERESTS MAY INCLUDE:

- BEST AND MOST VERSATILE AGRICULTURAL LAND;
- PEOPLE AND LOCAL COMMUNITIES;
- LANDSCAPE CHARACTER;
- THE HISTORIC ENVIRONMENT;
- WILDLIFE; AND
- WATER RESOURCES.

AREAS OF DESIGNATED LANDSCAPE OR NATURE CONSERVATION VALUE WILL BE PROTECTED FROM WASTE MANAGEMENT DEVELOPMENT, UNLESS THERE ARE EXCEPTIONAL CIRCUMSTANCES AND WHERE IT HAS BEEN DEMONSTRATED THAT DEVELOPMENT IS IN THE PUBLIC INTEREST.

- 16.34 Waste management facilities should be developed with consideration to the principles of the Waste Hierarchy and to assessing the Best Practicable Environmental Option (BPEO). The decision whether to permit a proposed waste management facility has to balance the economic and other benefits against the need to protect the environment, including people's living and working conditions.
- 16.35 Shropshire and Telford & Wrekin have a range of international, national and locally sensitive sites or areas of wildlife, landscape, historical, archaeological or geological importance. If a more sustainable approach to waste management is to be achieved, such sites and species need to be properly protected. However, a more sustainable approach is not simply a matter of protecting what is best and most rare, it is also about keeping the range of familiar and common. The protection of internationally, nationally and locally important designated sites is described in policies 45 to 51. In preparing proposals, developers also need to consider features which provide corridors, links or stepping stones from one habitat to the next and help to sustain biological diversity (PPG9). In a similar way, the importance of sites of historic interest often needs to be considered in the context of the wider historic landscape which provides their setting (PPG16).

### ***Minerals and Waste***

## **P68 TRANSPORT OF MINERALS AND WASTE**

IN PREPARING LOCAL PLANS AND IN CONSIDERING DEVELOPMENT PROPOSALS, THE MINERALS AND WASTE PLANNING AUTHORITIES WILL SUPPORT OPPORTUNITIES TO MINIMISE ROAD VEHICLE MOVEMENTS WHERE THERE WILL BE NO UNACCEPTABLY ADVERSE EFFECT ON THE ENVIRONMENT. CONSIDERATION SHOULD BE GIVEN TO:

- LOCATING NEW MINERALS AND WASTE DEVELOPMENT CLOSE TO AREAS OF DEMAND;

- SITING SUITABLE DEVELOPMENT CLOSE TOGETHER OR CO-LOCATING FACILITIES ON ONE SITE;
  - USING FORMS OF TRANSPORTATION OTHER THAN ROAD HAULAGE;
- AND
- LOCATING DEVELOPMENT WHERE SATISFACTORY ACCESS CAN BE OBTAINED TO THE PRIMARY ROAD NETWORK.

- 16.36 Minerals and waste development requires the movement of large quantities of bulk materials. Such materials are currently transported almost exclusively by road in Shropshire and Telford & Wrekin. Whilst road transport clearly has an essential role to play, it can also have a negative impact on people and the environment.
- 16.37 In applying the 'Proximity Principle' Waste Strategy 2000 highlights the importance of the mode of transport as well as the distance over which material is transported, since a longer journey by rail or water may be environmentally preferable to a shorter road journey. Further guidance on the transport of minerals is given in Policy M11 of the Joint Minerals Local Plan. Chapter 10 of the Structure Plan includes policies which seek to reduce the number of lorries entering sensitive areas, using unsuitable roads, to promote the increased use of rail freight and private rail sidings. Where practical the use of rivers, canals or railways, is to be encouraged as an alternative to road transport.
- 16.38 It is also important to consider ways in which the transport of minerals and waste can be minimised in terms of the number and length of journeys as well as the impact of those journeys on the environment. This can be achieved by siting new facilities close to areas of demand in order to minimise transport requirements or by siting facilities close together or co-locating them on the same site. Further details are set out in the Joint Minerals Local Plan (policy M11) and the Waste Local Plans.

## **P69 RECLAMATION AND AFTER-USE**

PROPOSALS FOR MINERAL DEVELOPMENT AND FOR THE DISPOSAL OF WASTE TO LANDFILL MUST INCORPORATE A SATISFACTORY SCHEME FOR THE RECLAMATION OF THE SITE, PROGRESSIVELY WHEREVER POSSIBLE, TO AN APPROPRIATE AFTER-USE OR TO A STATE CAPABLE OF BENEFICIAL AFTER-USE, INCLUDING APPROPRIATE PROVISION FOR AFTER-CARE AND MANAGEMENT.

RESTORATION SCHEMES WHICH PROVIDE NEW WILDLIFE HABITATS, CONTRIBUTE TO IMPROVING LANDSCAPE CHARACTER, ENCOURAGE OR ENHANCE PUBLIC ACCESS OR WHICH MAKE USE OF WASTE FROM MINERAL WORKING WILL BE GIVEN FAVOURABLE CONSIDERATION.

- 16.39 Mineral working and waste disposal are regarded as a temporary use of land. However, their impact can leave a permanent scar unless sites are properly reclaimed to a beneficial use as soon as possible.

16.40 Developers must be able to demonstrate that their proposals will protect and where possible enhance the overall quality of the environment once extraction or disposal has ceased. Particular importance needs to be placed on after-care requirements to ensure that reclaimed sites are properly managed for a reasonable period. In some circumstances it may be appropriate to extend site management beyond the 5 year maximum statutory aftercare period. This can arise, for example, where it is proposed to allow natural regeneration of the site, to establish amenity uses (including nature conservation) or to establish woodland. In these circumstances guarantees are necessary to ensure that the proposed after-use is implemented or maintained in the longer term. Where appropriate the relevant parties will be encouraged to agree to enter into a planning obligation to secure the long term after-use, management and maintenance of the site. Further advice on these issues is given in the Joint Minerals Local Plan and the Waste Local Plans.

## MONITORING

16.41 Set out below are the indicators relevant to specific policies in this Chapter. Many of the selected indicators are relevant to more than one policy in the Plan. Where this is the case the indicator has been cross-referenced. See paragraph 1.16 for a list of objectives.

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>	
P58 - A Sustainable Approach To Minerals Development	•8	Number of applications for minerals development permitted.	S.C.C. + B of T&W.	
	•9			
	•10 •11 •12	Number of applications for minerals development refused, as they were contrary to Policy 58.	S.C.C. + B of T&W.	
		Level of mineral production in the Plan area.	S.C.C. + B of T&W.	
P59 - Environmental Considerations	•6 •7 •8 •9	•10 •11 •12 •22 •23	Number of applications for mineral extraction, processing or associated development refused due to the potential adverse impact on interests of acknowledged importance	S.C.C. + B of T&W.
P60 - Land banks For Non-Energy Minerals	•10 •11 •12	•22 •23	Provision of appropriate land banks for non-energy minerals in the Minerals Local Plan.	S.C.C. + B of T&W.

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>
P61 - Regional Apportionment For Aggregates	<ul style="list-style-type: none"> <li>•12</li> <li>•13</li> <li>•15</li> <li>•22</li> <li>•23</li> <li>•24</li> </ul>	The allocation of sufficient sites in the Minerals Local Plan to enable the maintenance of a land bank of permitted reserves.	S.C.C. + B of T&W.
P62 - Secondary Aggregates	<ul style="list-style-type: none"> <li>•8</li> <li>•9</li> <li>•10</li> <li>•11</li> <li>•12</li> <li>•13</li> <li>•15</li> <li>•22</li> <li>•23</li> </ul>	<p>Number of permitted mineral extraction sites incorporating measures to conserve primary aggregate resources.</p> <p>Capacity of inert material available for reprocessing in the Waste Local Plan.</p>	<p>S.C.C. + B of T&amp;W.</p> <p>S.C.C. + B of T&amp;W.</p>
P63 - A Sustainable Approach To Waste Management	<ul style="list-style-type: none"> <li>•2</li> <li>•6</li> <li>•7</li> <li>•8</li> <li>•9</li> <li>•10</li> <li>•11</li> <li>•12</li> <li>•16</li> <li>•22</li> <li>•23</li> </ul>	See indicators for Policy 65.	S.C.C. + B of T&W.
P64 - Waste Minimisation	<ul style="list-style-type: none"> <li>•5</li> <li>•7</li> <li>•8</li> <li>•9</li> <li>•10</li> <li>•11</li> <li>•12</li> <li>•16</li> <li>•22</li> <li>•23</li> </ul>	<p>Compliance with National Waste Strategy targets and regional and local waste minimisation targets. (Includes National Best Value Indicators for Waste Management in England and Wales).</p> <p>Percentage of waste recycled.</p> <p>Percentage of waste composted.</p> <p>Percentage used to recover heat, power and other energy sources.</p> <p>Percentage of waste sent to landfill.</p> <p>Weight of household waste collected, per head.</p> <p>Number of development proposals including an assessment of the quantity and nature of waste to be generated during the construction and life of the development.</p>	<p>S.C.C, B of T&amp;W, the District Councils and the EA.</p> <p>S.C.C, B of T&amp;W + EA.</p>

<b>Policy</b>	<b>Objectives</b>	<b>Indicator</b>	<b>Source</b>	
P65 - Provision of Waste Facilities		Location of waste treatment and disposal facilities in the Plan area and their capacity for dealing with waste.	S.C.C., B of T&W + EA.	
	<ul style="list-style-type: none"> <li>•8</li> <li>•9</li> <li>•10</li> <li>•11</li> <li>•12</li> </ul>	<ul style="list-style-type: none"> <li>•13</li> <li>•15</li> <li>•22</li> <li>•23</li> </ul>	Number of co-location sites / application permitted in the Plan area.	S.C.C., District Councils, B of T&W + EA.
P66 - Protection of Waste Management Sites	<ul style="list-style-type: none"> <li>•8</li> <li>•9</li> <li>•10</li> <li>•11</li> <li>•12</li> </ul>	<ul style="list-style-type: none"> <li>•13</li> <li>•15</li> <li>•22</li> <li>•23</li> </ul>	Number of development proposals refused because they are contrary to Policy 66.	District Councils, B of T&W + S.C.C.
P67 - Environmental Considerations	<ul style="list-style-type: none"> <li>•6</li> <li>•9</li> <li>•10</li> </ul>	<ul style="list-style-type: none"> <li>•11</li> <li>•12</li> <li>•15</li> </ul>	Number of waste management proposals refused due to the potential adverse impact on interests of acknowledged importance.	S.C.C. + B of T&W.
P68 - Transport of Minerals and Waste	<ul style="list-style-type: none"> <li>•1</li> <li>•2</li> <li>•3</li> <li>•7</li> </ul>	<ul style="list-style-type: none"> <li>•10</li> <li>•12</li> <li>•16</li> </ul>	Proportion of minerals and waste development meeting one or more of the criteria outlined in Policy 68.	S.C.C. + B of T&W.
P69 - Reclamation and After-Use	<ul style="list-style-type: none"> <li>•6</li> <li>•8</li> <li>•9</li> <li>•10</li> <li>•10</li> </ul>	<ul style="list-style-type: none"> <li>•13</li> </ul>	<p>Number / examples of restoration schemes which are: -</p> <ul style="list-style-type: none"> <li>• Providing new wildlife habitats,</li> <li>• Contributing to improving the landscape character,</li> <li>• Encouraging or enhancing public access</li> <li>• making use of the waste from mineral working.</li> </ul>	S.C.C. + B of T&W.



## key diagram





# EXPLANATORY MEMORANDUM

roduction X Description of plan and regional context X Objectives X Settlement strategy and the local  
development X Housing and employment provision X General development policies X Historic heritage  
centres and retailing X Tourism and recreation X Sustainable transport X Road transport, walking and  
The rural character X Wildlife and nature conservation X Land and water X Energy X Minerals and

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## THE SHROPSHIRE AND TELFORD & WREKIN JOINT STRUCTURE PLAN 1996 - 2011