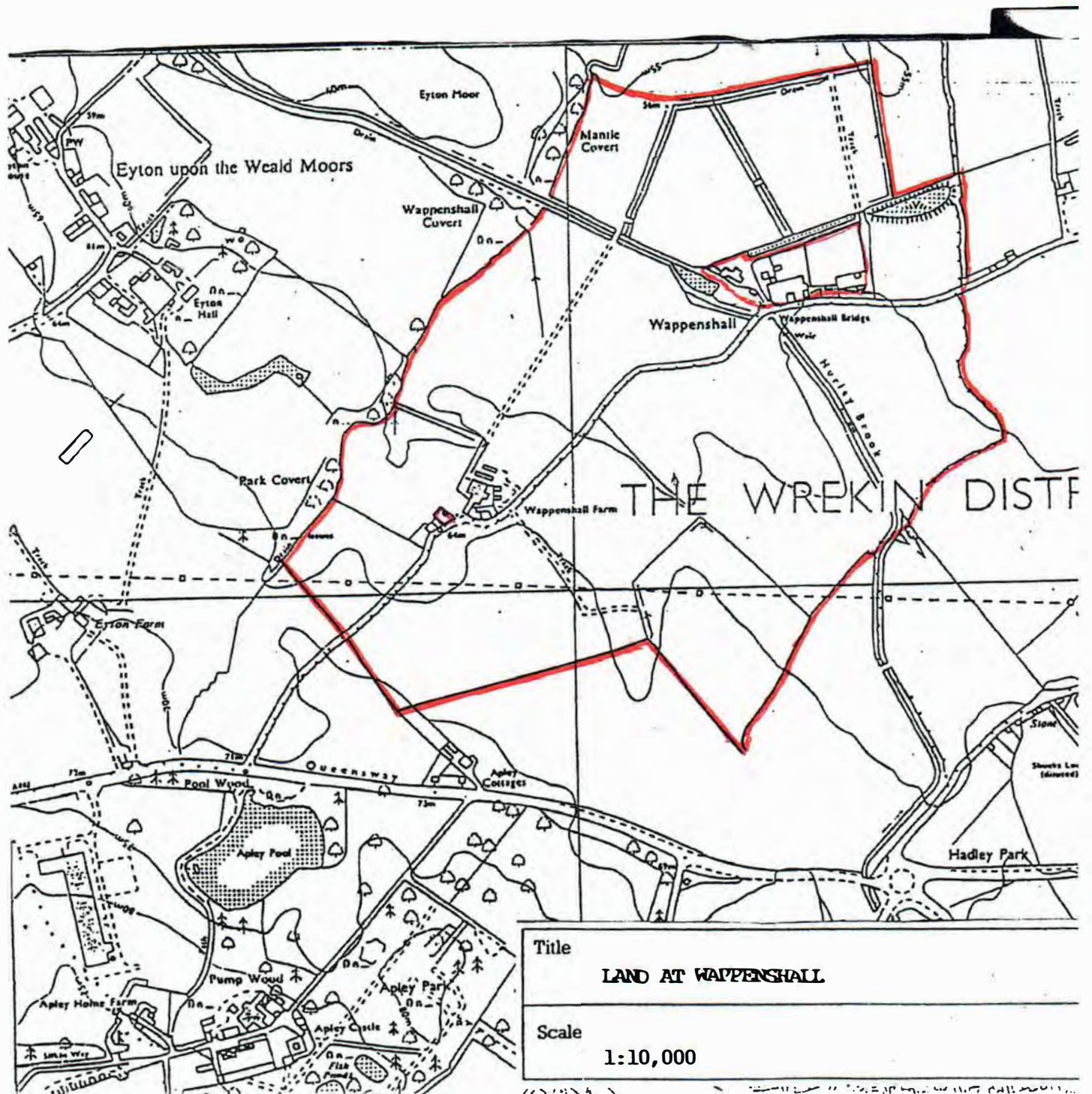


Appendix 1.



Appendix 2

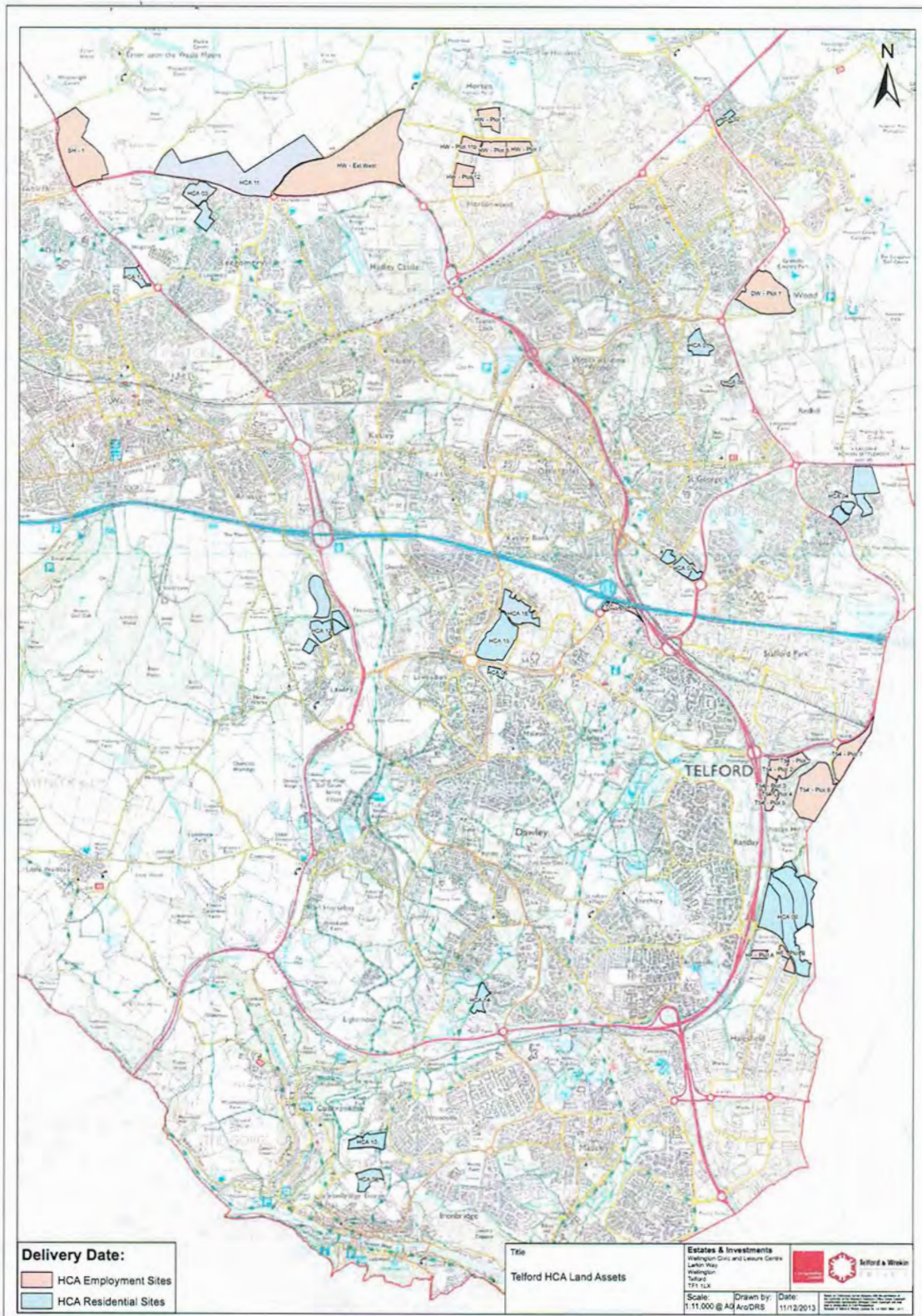
The Marches Local Enterprise Partnership
Accelerating Growth through Opportunity | March 2014

Telford's HCA Land Assets

The following section provides details of HCA Residential and Employment Land Assets in Telford.

HCA RESIDENTIAL LAND OWNERSHIP		
HCA Sites		
Plan Ref	Site Address	Size(ha)
HCA 01	Frome Way, Donnington	2.4
HCA 02	Wellington Road, Muxton	1.23
HCA 03	Peregrine Way, Apley	6.6
HCA 04	Priorslee East, Priorslee	11.6
HCA 05	Daisy Bank Drive, Donnington	1.17
HCA 06	Park Road, Malinslee	2.02
HCA 07	Church Lane, St Georges	3.12
HCA 08	The Beeches, Ironbridge	3.38
HCA 09	The Hem, Halesfield	15.9
HCA 10	Land at Rough Park 3	4.22
HCA 11	Wappenshall	43.5
HCA 12	Lawley Phase 7&8	20.1
HCA 13	Land adjacent to BRJ school, Wellington	2.26
HCA 14	Land off Majestic Way	2.55
HCA 15	Land at Old Park to west of Thomas Telford School	10.79
HCA 16	Land at Old Park to north of Thomas Telford School	6.57
TOTAL		137.41

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Appendix 3.

Extract from Aylesbury Vale Inspector's report.

2.1 What the report fails to highlight is the conclusion of the Inspector at the Aylesbury Vale Examination which considered an approach supported by GL Hearn of not addressing the full economic needs of District by suggesting changes to patterns of commuting and failing to effectively engage with neighbouring larger economies (in that case Milton Keynes). The Inspector makes the following pertinent remarks about the assumptions used to justify a lower level of housing requirement:

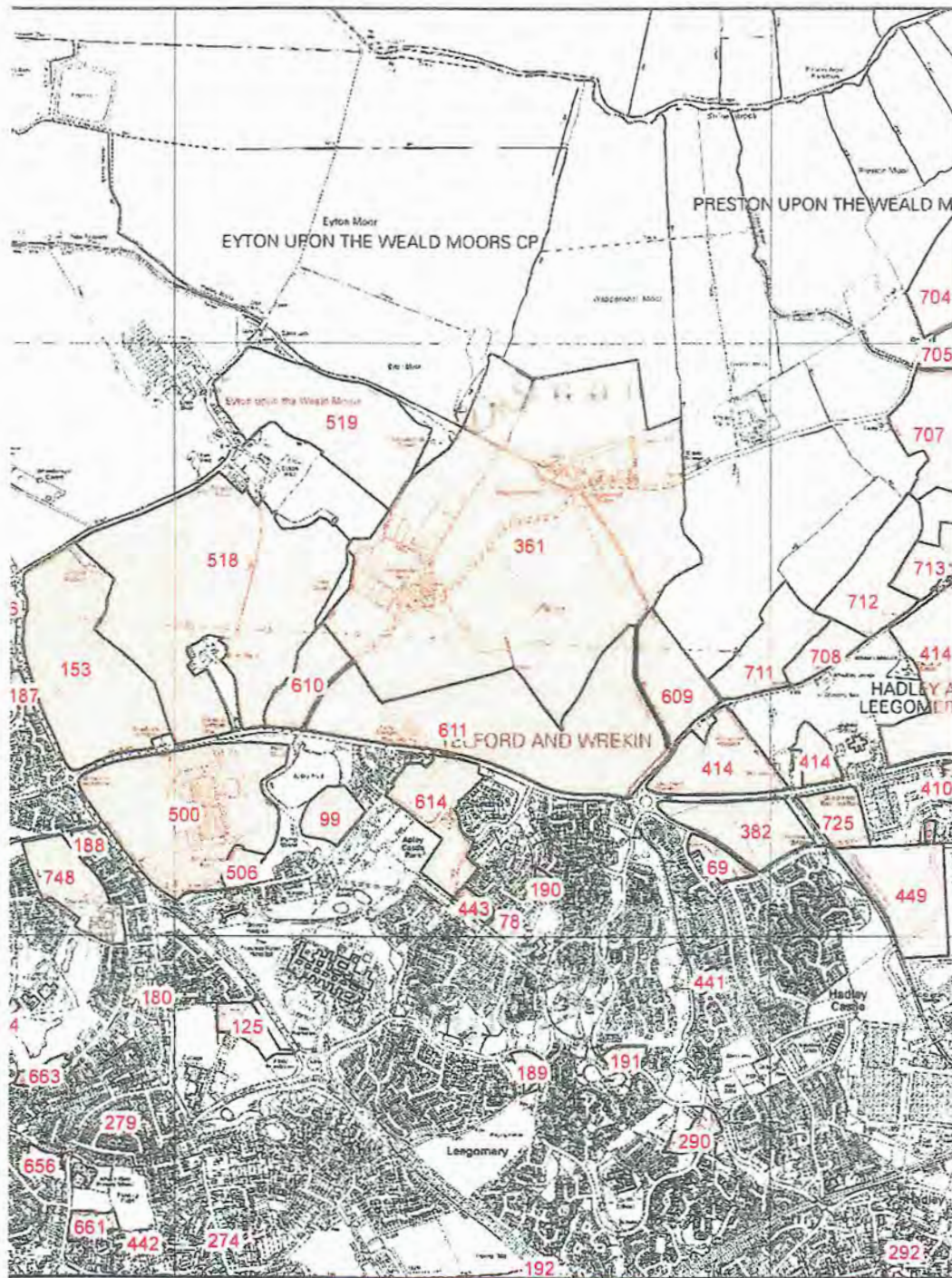
37. 'The Plan seeks to make provision for at least 6,000 new jobs in addition to those on committed sites (approximately 10,000). Despite the doubts expressed by the Council in its statement and at the hearing sessions in relation to the implementation of existing commitments, the Plan is clearly based on a strategy of delivering some 16,000 additional jobs between 2011 and 2031. The Council's evidence indicates that significantly more housing than that planned would be required to support this level of jobs growth. There is no substantive evidence that the jobs density or patterns of out-commuting are likely to change to the extent required to support the planned level of employment growth without the need for significantly more housing. In simple terms there is a clear and substantial mismatch between the level of housing and jobs planned'.

2.2 The Inspector also dealt in detail with the duty to cooperate and also the potential of an early review as a method of progressing a plan. He concluded:

'41. There are significant strategic housing issues which need to be effectively resolved as soon as possible through the plan making process following genuine co-operation and collaboration with other authorities. Putting this off by relying on a potential future review wholly dependent on the Council's own interpretation of the situation would not be appropriate. Whilst there are clearly benefits in having an adopted plan as soon as possible, these would not in themselves outweigh the need for that plan to be effective in respect of housing issues.

42. Taking all of the above into account, I consider that in relation to the overall provision for housing and jobs, the Plan has not been positively prepared, it is not justified or effective and it is not consistent with national policy. It is therefore not sound'.

Appendix 4.



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No 100019694. Date. 2013

Scale 1: 23,000
 Size: A4
 R:\LDF\SHLAA2012\SHLAA2012NorthWestTelford.mxd
 Produced by R.Overy

Site Options Considered and Appraised (SHLAA Ref & Site Name)		Reasons for Progressing or Rejecting the Option in Plan Making
		7. Does not maximise infrastructure investment 8. Site is not public land 9. Site is not a balanced provision which is complimentary with existing commitments 10. Site does not harness connections
352	Site 34, Edgmond Road, Newport	Site has planning permission - commitment
353	Site 114, Rodington	Site has planning permission – commitment not started
356	Bus Depot, Vineyard Road, Oakengates	This option has not been progressed for the following reasons: 4. The site is not a strategic urban extension 5. Does not support the strategic employment areas/eastern arc 7. Does not maximise infrastructure investment 8. Site is not public land
357	Hadley Quarry	Not suitable – physical constraints and existing brickworks
361	Off Wappenshall Hadley extension	This option has not been progressed for the following reasons: 1. The site is not located in the urban area. 2. Site has a negative effect on the strategic green space and/or valuable landscapes 3. The site does not help sustain and enhance local urban centres 4. The site is not a strategic urban extension 5. Does not support the strategic employment areas/eastern arc 6. Does not support areas of social deprivation 7. Does not maximise infrastructure investment 8. Site is not public land 9. Site is not a balanced provision which is complimentary with existing commitments 10. Site does not harness connections
364	Whitehouse Farm, Roden	This option has not been progressed for the following reasons: 1. The site is not located in the urban area. 2. Site has a negative effect on the strategic green space and/or valuable landscapes 3. The site does not help sustain and enhance local urban centres 4. The site is not a strategic urban extension 5. Does not support the strategic employment areas/eastern arc 6. Does not support areas of social deprivation 7. Does not maximise infrastructure investment 8. Site is not public land 9. Site is not a balanced provision which is complimentary with existing commitments
366	Land adjacent to Hollies Farm, Tibberton	This option has not been progressed for the following reasons: 1. The site is not located in the urban area. 3. The site does not help sustain and enhance local urban centres

Site Options Considered and Appraised (SHLAA Ref & Site Name)		Reasons for Progressing or Rejecting the Option in Plan Making
		10. Site is well connected to existing infrastructure.
608	The Hem Phase III Allocated	The option has been progressed for the following reasons: 1. Supports growth in the urban area of Telford. 4. Promotes sustainable urban extension 8. Site is public land. 9. Will provide a balanced provision of development complimentary to existing commitments. 10. Site is well connected to existing infrastructure.
609	Off Wappenshall Lane, Hadley extension	This option has not been progressed for the following reasons: 1. The site is not located in the urban area. 2. Site has a negative effect on the strategic green space and/or valuable landscapes 3. The site does not help sustain and enhance local urban centres 4. The site is not a strategic urban extension 5. Does not support the strategic employment areas/eastern arc 6. Does not support areas of social deprivation 7. Does not maximise infrastructure investment 8. Site is not public land 9. Site is not a balanced provision which is complimentary with existing commitments 10. Site does not harness connections
610	Wappenshall Lane	This option has not been progressed for the following reasons: 2. Site has a negative effect on the strategic green space and/or valuable landscapes 3. The site does not help sustain and enhance local urban centres 4. The site is not a strategic urban extension 5. Does not support the strategic employment areas/eastern arc 6. Does not support areas of social deprivation 7. Does not maximise infrastructure investment 8. Site is not public land 9. Site is not a balanced provision which is complimentary with existing commitments
611	Racecourse Site, Wappenshall Lane	This option has not been progressed for the following reasons: 2. Site has a negative effect on the strategic green space and/or valuable landscapes 3. The site does not help sustain and enhance local urban centres 4. The site is not a strategic urban extension 5. Does not support the strategic employment areas/eastern arc 6. Does not support areas of social deprivation 7. Does not maximise infrastructure investment 8. Site is not public land 9. Site is not a balanced provision which is complimentary with existing commitments
612	The Hem Phase II Allocated	The option has been progressed for the following reasons: 1. Supports growth in the urban area of Telford. 4. Promotes sustainable urban extension

Summary of reasons for rejection of the Wappenshall sites (Crow and HCA land)

Wappenshall Site (Crow) site 361 Described as 'Off Wappenshall Hadley extension'

1. The site is not located in the urban area.
2. Site has a negative effect on the strategic green space and/or valuable landscapes
3. The site does not help sustain and enhance local urban centres
4. The site is not a strategic urban extension
5. Does not support the strategic employment areas/eastern arc
6. Does not support areas of social deprivation
7. Does not maximise infrastructure investment
8. Site is not public land
9. Site is not a balanced provision which is complimentary with existing commitments
10. Site does not harness connections

Wappenshall Site (HCA) Site 611. Described as 'Racecourse site, Wappenshall Lane'

2. Site has a negative effect on the strategic green space and/or valuable landscapes
3. The site does not help sustain and enhance local urban centres
4. The site is not a strategic urban extension
5. Does not support the strategic employment areas/eastern arc
6. Does not support areas of social deprivation
7. Does not maximise infrastructure investment
8. Site is not public land
9. Site is not a balanced provision which is complimentary with existing commitments

Response

- No. But it is on the edge of the urban area
- True. But the ultimate scheme will incorporate greenspace as part of the green network
- True. But a brand new local centre would be created as part of the new SUE – as at Lightmoor
- Incorrect. It would be an urban extension.
- Incorrect. It does. It is adjacent to Hortonwood which is part of the North-eastern arc
- It could. But by definition, it is not located in an area of social deprivation.
- Incorrect. It does. It is adjacent to the A442 Queensway.
- True. But it links to the HCA land below which is public land.
- The scheme would be balanced and complimentary with existing commitments.
- It would harness connections
- True. But the ultimate scheme will incorporate greenspace as part of the green network
- True. But a brand new local centre would be created as part of the new SUE – as at Lightmoor
- Incorrect. It would be an urban extension.
- Incorrect. It does. It is adjacent to Hortonwood which is part of the North-eastern arc
- It could. But by definition, it is not located in an area of social deprivation.
- Incorrect. It does. It is immediately adjacent to the A442 Queensway.
- Incorrect. The site is owned by the HCA and therefore is public land
- The scheme would be balanced and complimentary with existing commitments.

Telford & Wrekin: Proposed strategic Housing Site Selection - new sites.

Site name	SHLAA No	Site Area (in ha)	Location	Anticipated Capacity	Site Score
Maxell Employment Land	500		24 Shawburch	500	4
Lawley Drive	445		2.3 Lawley	80	3
Lawley Village North Phase IV	569		5.2 Lawley	183	3
Lawley Village North Phase III	591		3.3 Lawley	114	3
Lawley Village North Phase III	613		1.1 Lawley	38	2
Lawley strategic sites		11.9	Lawley	415	
Land south of new Trench Road	144		7.6 Donnington	265	2
Wellington Road, Donnington	351		3.1 Donnington	339	-1
Station Road, Donnington	482		9.7 Donnington	120	1
Donnington Farm	504		3.4 Donnington	700	1
Land N of A518 Donnington	901		14.6 Donnington	513	1
Land S of A518 Donnington	902		17.6 Donnington	615	0
Donnington strategic sites		56	Donnington	2552	
Woodhouse, Priorslee	386		61 Priorslee	1100	1
Land south of the Nedge Phase 1	605		4 Halesfield	139	4
Land south of the Nedge Phase IV	607		5.3 Halesfield	185	3
Land south of the Nedge Phase III	608		3.3 Halesfield	116	2
Land south of the Nedge Phase III	612		3.5 Halesfield	123	3
Land south of the Nedge		16.1	Halesfield	563	
Sugar Beet Factory	694		30 Allscott	500	1
Comparison with Wappenshall					
Wappenshall (Crow land)	361		97 Wappenshall	1700	1
Wappenshall (HCA land)	611		32 Wappenshall	800	5
Wappenshall (combined)			Wappenshall	2500	5

Telford & Wrekin: Urban Extensions (Initial Assessment of Wappenshall Farm)

Selection criteria	Elements	Performance	Grade	Comments	Key
Planning Potential	Links between homes and jobs	Good		Site close to Hadley, Hortonwood & Donnington Employment.	 Very positive
	Scope for extending public transport	Good		Straightforward. On bus route from Telford to Wellington	
	Creating place and space	Good		Good potential - canal backdrop	
	Potential for re-use of brownfield land	Limited		Little brownfield land on site	 Positive
	Tourism potential	Excellent		Massive potential as a counter balance to Ironbridge	
	Growth opportunities	Good		Good scope for internal linkages to other areas	
	Scope for high quality waterside devt.	Excellent		Ideal opportunity to create canalside scheme	 Neutral
Impact of scheme	Pressure on roads/traffic	Managable		No major impact likely	
	Ecological			Not explored but thought to be manageable	 Negative
	Historical/Archaeological			Not yet explored - but canal heritage opportunity of Wharf	
	Landscape	Managable		Wealds Moor extends northwards beyond site - manageable	
	Flood risk & drainage	Managable		Controllable - see EA flood map which affects a small area	 Very negative
	Impact on neighbouring residential areas	Very limited		Very limited impact - few residential buildings affected	
	Agricultural land quality	Negative		Mixture of Grade 2 and 3.	
	Noise and air quality			Not yet explored	
Suitability & Sustainability	Proximity to Telford Town Centre	Moderate*		*By definition, all urban fringe sites will be distant from the TC	
	Proximity to local services and facilities	Moderate*		*All large urban extensions would create their own local facilities	
	Proximity to Secondary schools	Good		Various schools in Wellington and Telford	
	Proximity to hospital/health centre	Excellent		Princess Royal Hospital	
	Proximity to employment opportunities	Good		Telford TC, Donnington, Hortonwood, Hadley Park.	
	Integration with Telford	Good		Not close to M54 - which will avoid leakage to Birmingham.	
	Scope for green initiatives	Very good		Excellent potential	
	Potential for innovative design	Very good		Excellent potential	
Economic impact	Benefits for employment (short term)	High		Construction and other service employment opportunities	
	Benefits for employment (long term)	Potentially high		Depends on the employment content of the scheme	
	Council Tax/Business rates	High		Depends on the employment content of the scheme	
	New Homes Bonus	High		For 6 X years related to housing numbers	
	Community Infrastructure Levy	High		Wider facilities would be funded through CIL (subject to adoption)	
	S 106 agreement	High		Local facilities would be funded	
Delivery	Availability of site	Very good		Willing developer and landowner	
	Control of site by single owner	Very good		Control by single landowner and HCA in partnership	
	Public sector land	Very good		Facilitates delivery of public sector/HCA land	
	Partnership arrangements	Good		Positive relationship with HCA	
	Highway access	Good		Direct road access to Queensway (A442)	
	Legal constraints and ransoms	*None		*Access required to Queensway subject to HCA agreement	
	Scale and critical mass	Versatile		Depends on need and demand - adaptable to suit	

Telford & Wrekin - Strategic site at Allscott

Selection criteria	Elements	Performance	Grade	Comments	Key
Planning Potential	Links between homes and jobs	Very Poor		Site remote from any jobs - unless employment provided on site	Very positive
	Scope for extending public transport	Very poor		Site remote from public transport despite railway beside it.	
	Creating place and space	Poor		Remote site within countryside	Positive
	Potential for re-use of brownfield land	Very good		Re-use of brownfield land.	
	Tourism potential	Little or none			Neutral
	Growth opportunities	Very poor		No scope for linkages with other areas	
	Scope for high quality waterside devt.	None			
Impact of scheme	Pressure on roads/traffic	Minor roads		Poor access to Telford along country lanes.	Negative
	Ecological			Not known	
	Historical/Archaeological			Not known	
	Landscape			Neutral impact on the landscape	Very negative
	Flood risk & drainage	Managable		Not known	
	Impact on neighbouring residential areas	Limited		Local impact on Shawburch, small villages and local roads	
	Agricultural land quality	Negative		Not agricultural land	
Suitability & Sustainability	Noise and air quality			Not known	
	Proximity to Telford Town Centre	Very Poor		Distant from Telford TC and other centres	
	Proximity to local services and facilities	Poor		Facilities will need to be delivered on site	
	Proximity to Secondary schools	Moderate*		Wellington Schools	
	Proximity to hospital/health centre	Moderate*		Some distance from Princess Royal Hospital	
	Proximity to employment opportunities	Poor		Nothing available locally	
	Integration with Telford	Very Poor		No direct access to Telford. But fairly close to Wellington.	
Economic impact	Scope for green initiatives			some potential	
	Potential for innovative design			some potential	
	Benefits for employment (short term)	High		Construction and other service employment opportunities	
	Benefits for employment (long term)	limited		Depends on the employment content of the scheme	
	Council Tax/Business rates	High		Depends on the employment content of the scheme	
	New Homes Bonus	High		For 6 X years related to housing numbers	
	Community Infrastructure Levy	High		CIL income limited due to redevelopment	
Delivery	S 106 agreement	Limited		Limited S106 due to cost of remediation	
	Availability of site	Not known		Not known developer involvement	
	Control of site by single owner	Yes		Assumed to be in single ownership	
	Public sector land	No		No public sector land involved??	
	Partnership arrangements			Not relevant	
	Highway access	Poor		No direct road access	
	Legal constraints and covenants	Not known			
	Scale and critical mass	All or nothing		Development needs to be done together - no flexibility	

Telford & Wrekin Strategic site at Maxell (Shawburch)

Selection criteria	Elements	Performance	Grade	Comments	Key
Planning Potential	Links between homes and jobs	Good		Some mixed use and local employment at Hadley	Very positive
	Scope for extending public transport	Good		Public transport already available	
	Creating place and space	Good		Site can be developed as an integrated scheme	Positive
	Potential for re-use of brownfield land	None		Re-use of brownfield land.	
	Tourism potential	Little or none			Neutral
	Growth opportunities	Good		Scope for linkages with other areas including Wellington	
	Scope for high quality waterside devt.	None			
Impact of scheme	Pressure on roads/traffic	Adequate		Access onto A442 Queensway & A 5223 Whitchurch Road	Negative
	Ecological			Not known	
	Historical/Archaeological			Not known	Very negative
	Landscape			Limited additional impact on the landscape	
	Flood risk & drainage	Managable		Not known	
	Impact on neighbouring residential areas	Limited		Limited impact on neighbouring areas	
	Agricultural land quality	Not known		Not known	
	Noise and air quality	Not known		Not known	
Suitability & Sustainability	Proximity to Telford Town Centre	Moderate*		Some distance from Telford TC but close to Wellington	
	Proximity to local services and facilities	Good		Services exist within Shawburch.	
	Proximity to Secondary schools	Good		Access to Wellington Schools	
	Proximity to hospital/health centre	Very Good		Almost adjacent to Princess Royal Hospital	
	Proximity to employment opportunities	Moderate		No significant employment locally - access to town centre	
	Integration with Telford	Moderate*		No direct access to Telford but close to Wellington.	
	Scope for green initiatives	Good		Good potential	
Economic impact	Potential for innovative design			Good potential	
	Benefits for employment (short term)	High		Construction and other service employment opportunities	
	Benefits for employment (long term)	Moderate		Depends on the employment content of the scheme	
	Council Tax/Business rates	High		Depends on the employment content of the scheme	
	New Homes Bonus	High		For 6 X years related to housing numbers	
	Community Infrastructure Levy	High		CIL will return funds to local area	
	S 106 agreement	Considerable		Wide range of benefits	
Delivery	Availability of site	Not known		No known developer involvement	
	Control of site by single owner	Unknown		Unknown	
	Public sector land	Not known		Believed to be partly HCA land	
	Partnership arrangements			Not relevant	
	Highway access	Good		Direct road access onto A442 and A 5223	
	Legal constraints and covenants	Not known			
	Scale and critical mass	Flexible		Development can be phased	

Telford & Wrekin Urban Extension - Priorslee

Selection criteria	Elements	Performance	Grade	Comments	Key
Planning Potential	Links between homes and jobs	very good		Site close to Stafford Business Park and fairly close to Town	 Very positive
	Scope for extending public transport	Good		Straightforward.	
	Creating place and space	Fair		Moderate potential	
	Potential for re-use of brownfield land	Limited		No brownfield land on site	 Positive
	Tourism potential	Little or none			
	Growth opportunities	Good		Good scope for internal linkages to other areas	
	Scope for high quality waterside devt.	None			 Neutral
Impact of scheme	Pressure on roads/traffic	Managable		No major impact likely. Access direct onto M54.	
	Ecological			Not known	 Negative
	Historical/Archaeological			Close to heritage asset, SAM	
	Landscape	Managable		Moderate landscape value	
	Flood risk & drainage	Managable		Not known	 Very negative
	Impact on neighbouring residential areas	Moderate		Some surrounding residential development	
	Agricultural land quality	Negative		Mixture of Grade 2 and 3.	
Suitability & Sustainability	Noise and air quality			Not known	
	Proximity to Telford Town Centre	Moderate*		*By definition, all urban fringe sites will be distant from the TC	
	Proximity to local services and facilities	Moderate*		*All large urban extensions would create their own local facilities	
	Proximity to Secondary schools	Moderate*		Surtherland Business College some distance away	
	Proximity to hospital/health centre	Moderate*		Some distance from Princess Royal Hospital	
	Proximity to employment opportunities	Good		Stafford Business Park	
	Integration with Telford	Good		But access to M54 would result in leakage from the town	
	Scope for green initiatives	Good		Good potential	
Economic impact	Potential for innovative design	Good		Good potential	
	Benefits for employment (short term)	High		Construction and other service employment opportunities	
	Benefits for employment (long term)	Potentially high		Depends on the employment content of the scheme	
	Council Tax/Business rates	High		Depends on the employment content of the scheme	
	New Homes Bonus	High		For 6 X years related to housing numbers	
	Community Infrastructure Levy	High		Wider facilities would be funded through CIL (subject to adoption)	
Delivery	S 106 agreement	High		Local facilities would be funded	
	Availability of site	Being promoted		Application coming forward from Miller Homes	
	Control of site by single owner	Yes		Single ownership and single developer	
	Public sector land	No		No public sector land involved??	
	Partnership arrangements			Not relevant	
	Highway access	Good		Direct road access to A5 and B5060	
	Legal constraints and ransoms	Not known			
	Scale and critical mass	Versatile		Depends on needs and demand - adaptable to suit	

Telford & Wrekin Urban Extensions - Donnington sites

Selection criteria	Elements	Performance	Grade	Comments	Key
Planning Potential	Links between homes and jobs	Good		Site close to Donnington Employment area	Very positive
	Scope for extending public transport	Good		Straightforward. On bus route from Telford to Newport	
	Creating place and space	Fair		Moderate potential	Positive
	Potential for re-use of brownfield land	Limited		No brownfield land on site	
	Tourism potential	Little or none			Neutral
	Growth opportunities	Good		Good scope for internal linkages to other areas	
	Scope for high quality waterside devt.	None			
Impact of scheme	Pressure on roads/traffic	Managable		No major impact likely	Negative
	Ecological			Not known	
	Historical/Archaeological			Not known	Very negative
	Landscape	Managable		Moderate landscape value	
	Flood risk & drainage	Managable		Not known	
	Impact on neighbouring residential areas	Moderate		Some surrounding residential development	
	Agricultural land quality	Negative		Mixture of Grade 2 and 3.	
	Noise and air quality			Not known	
Suitability & Sustainability	Proximity to Telford Town Centre	Moderate*		*By definition, all urban fringe sites will be distant from the TC	
	Proximity to local services and facilities	Moderate*		*All large urban extensions would create their own local facilities	
	Proximity to Secondary schools	Moderate*		Surtherland Business College some distance away	
	Proximity to hospital/health centre	Moderate*		Some distance from Princess Royal Hospital	
	Proximity to employment opportunities	Good		Donnington, Hortonwood, Hadley Park.	
	Integration with Telford	Good			
	Scope for green initiatives	Good		Good potential	
	Potential for innovative design	Good		Good potential	
Economic impact	Benefits for employment (short term)	High		Construction and other service employment opportunities	
	Benefits for employment (long term)	Potentially high		Depends on the employment content of the scheme	
	Council Tax/Business rates	High		Depends on the employment content of the scheme	
	New Homes Bonus	High		For 6 X years related to housing numbers	
	Community Infrastructure Levy	High		Wider facilities would be funded through CIL (subject to adoption)	
	S 106 agreement	High		Local facilities would be funded	
Delivery	Availability of site	Not known		Assume willing landowner and developer	
	Control of site by single owner	No		Various landowners and developers - complex arrangements	
	Public sector land	Not known		Facilitates delivery of public sector/HCA land	
	Partnership arrangements	Good		Not known	
	Highway access	Good		Direct road access to A518 (New Trench Road)	
	Legal constraints and ransoms	Not known		*Access required to Queensway subject to HCA agreement	
	Scale and critical mass	Versatile		Depends on needs and demand - adaptable to suit	

Telford Strategic sites at Lawley (later phases)

Selection criteria	Elements	Performance	Grade	Comments	Key
Planning Potential	Links between homes and jobs	Poor		Limited local employment	Very positive
	Scope for extending public transport	Good		Public transport could be extended from Lawley	
	Creating place and space	Good		Logical extension from Lawley	Positive
	Potential for re-use of brownfield land	None		Re-use of brownfield land.	
	Tourism potential	Little or none			Neutral
	Growth opportunities	Good		Scope for linkages with other areas in Lawley	
	Scope for high quality waterside devt.	None			
Impact of scheme	Pressure on roads/traffic	Adequate		Access onto A5223 Lawley Drive	Negative
	Ecological			Not known	
	Historical/Archaeological			Not known	Very negative
	Landscape			Limited additional impact on the landscape	
	Flood risk & drainage	Managable		Not known	
	Impact on neighbouring residential areas	Limited		Limited impact on neighbouring areas	
	Agricultural land quality	Negative		Grade 2 and 3 agricultural land	
	Noise and air quality			Not known	
Suitability & Sustainability	Proximity to Telford Town Centre	Moderate*		Some distance from Telford TC and other centres	
	Proximity to local services and facilities	Good		Critical mass already exists within Lawley scheme	
	Proximity to Secondary schools	Good		Access to Phoenix Community School	
	Proximity to hospital/health centre	Moderate*		Reasonable distance from Princess Royal Hospital	
	Proximity to employment opportunities	Poor		No significant employment locally - access to town centre	
	Integration with Telford	Moderate*		No direct access to Telford but close to Lawley.	
	Scope for green initiatives	Good		Good potential	
	Potential for innovative design			Good potential	
Economic impact	Benefits for employment (short term)	High		Construction and other service employment opportunities	
	Benefits for employment (long term)	Moderate		Depends on the employment content of the scheme	
	Council Tax/Business rates	High		Depends on the employment content of the scheme	
	New Homes Bonus	High		For 6 X years related to housing numbers	
	Community Infrastructure Levy	High		CIL will return funds to local area	
	S 106 agreement	Considerable		Wide range of benefits	
Delivery	Availability of site	Not known		Not known developer involvement	
	Control of site by single owner	Unknown		Unknown	
	Public sector land	Not known		Believed to be partly HCA land	
	Partnership arrangements			Not relevant	
	Highway access	Good		Direct road access onto A 5223	
	Legal constraints and ransoms	Not known			
	Scale and critical mass	Flexible		Development can be phased	