

APPENDIX A SDD Transport Pre-Application Note

Pre-Application Highways Technical Note

Re: SH5034-2PD Albrighton SUE
Date: November 2023
Subject: Pre-Application Highways Technical Note

1.0 Introduction

- 1.1 This Pre-application Highways Technical Note has been prepared by the Sustainable Development and Delivery (SDD) team of DLP Planning Ltd on behalf of Boningale Homes, in connection to future engagement with the Local Planning Authority and the Local Highway Authority for the provision of circa 600 residential units, a 60-unit care facility, a secondary school and a neighbourhood centre likely including a drive-to supermarket.
- 1.2 **Figure 1** shows a site location plan. The site currently comprises multiple field parcels of open grassland and is previously undeveloped land.

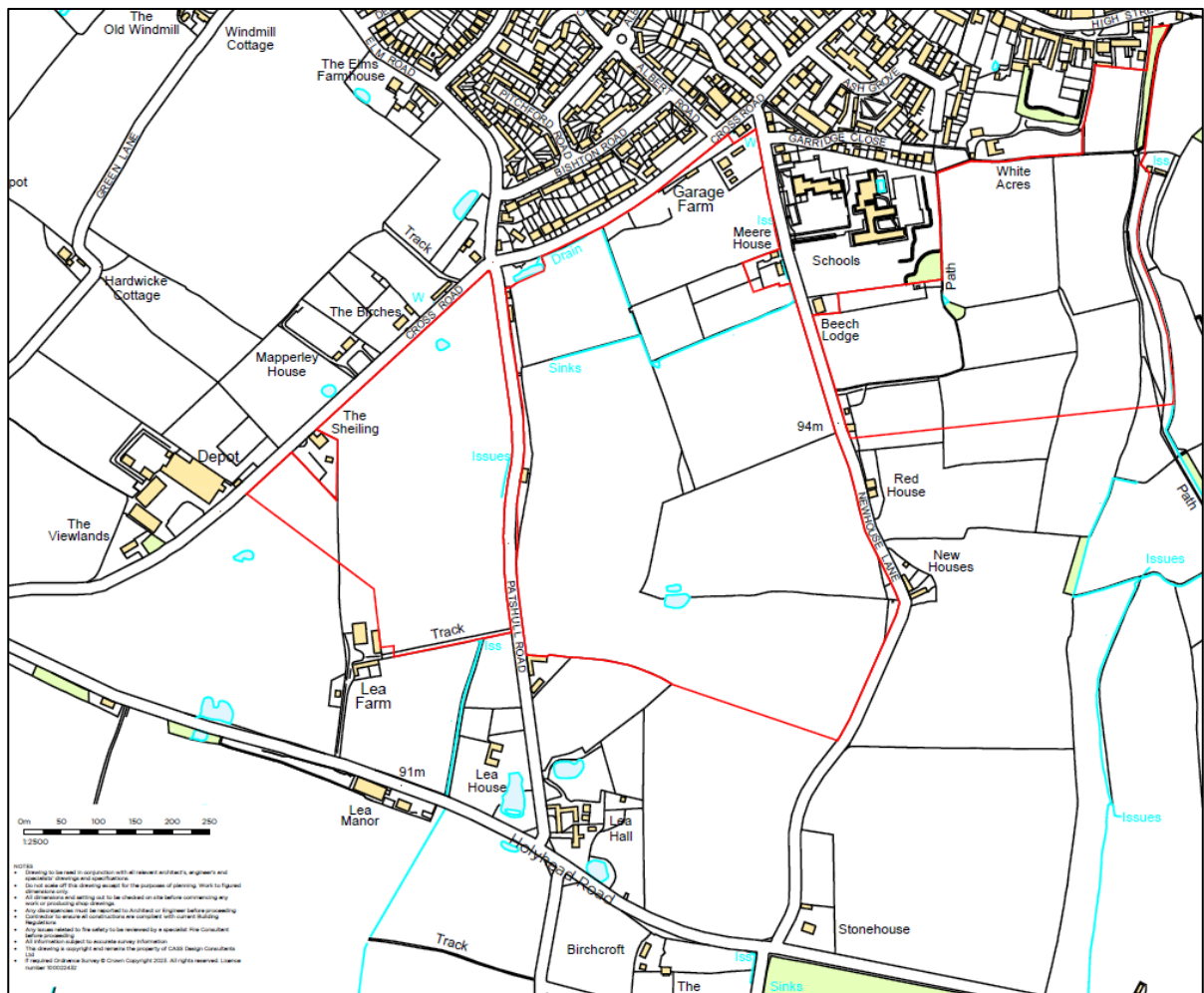


Figure 1. Site Location Plan

- 1.3 The purpose of this Pre-application Highways Technical Note is to identify and agree the key principles of any forthcoming Transport Assessment. The note seeks to establish whether the proposals could be delivered in accordance with Paragraphs 110 and 111 of the National Planning

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Policy Framework (September 2023) which state that:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. [Paragraph 110]

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.” [Paragraph 111]

- 1.4 The report also considers the requirements set out in the Department for Transport (DfT) “Guidance on Transport Assessment” (2007) document, and local guidance (where applicable) set out in the Shropshire Manual for Adoptable Roads and Transport (SMART) 2021.
- 1.5 A key focus of this Pre-application Highways Technical Note will be identifying the likely access strategy for the site and approach to assessing traffic generation associated with the proposed development, and the likely impact on the surrounding highway network.
- 1.6 This note has been informed by a site visit that was undertaken on Monday 30th October 2023 to review the existing highway network.

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2.0 Existing Conditions

2.1 There are four roads that are of particular importance for outlining the existing context of the site. These are the following and are shown at **Figure 2**.

- A464 Holyhead Road (to the south of the site)
- Cross Road (to the west and north of the site)
- Patshull Road (extending through the centre of the site)
- Newhouse Lane (extending through the site at its eastern edge)

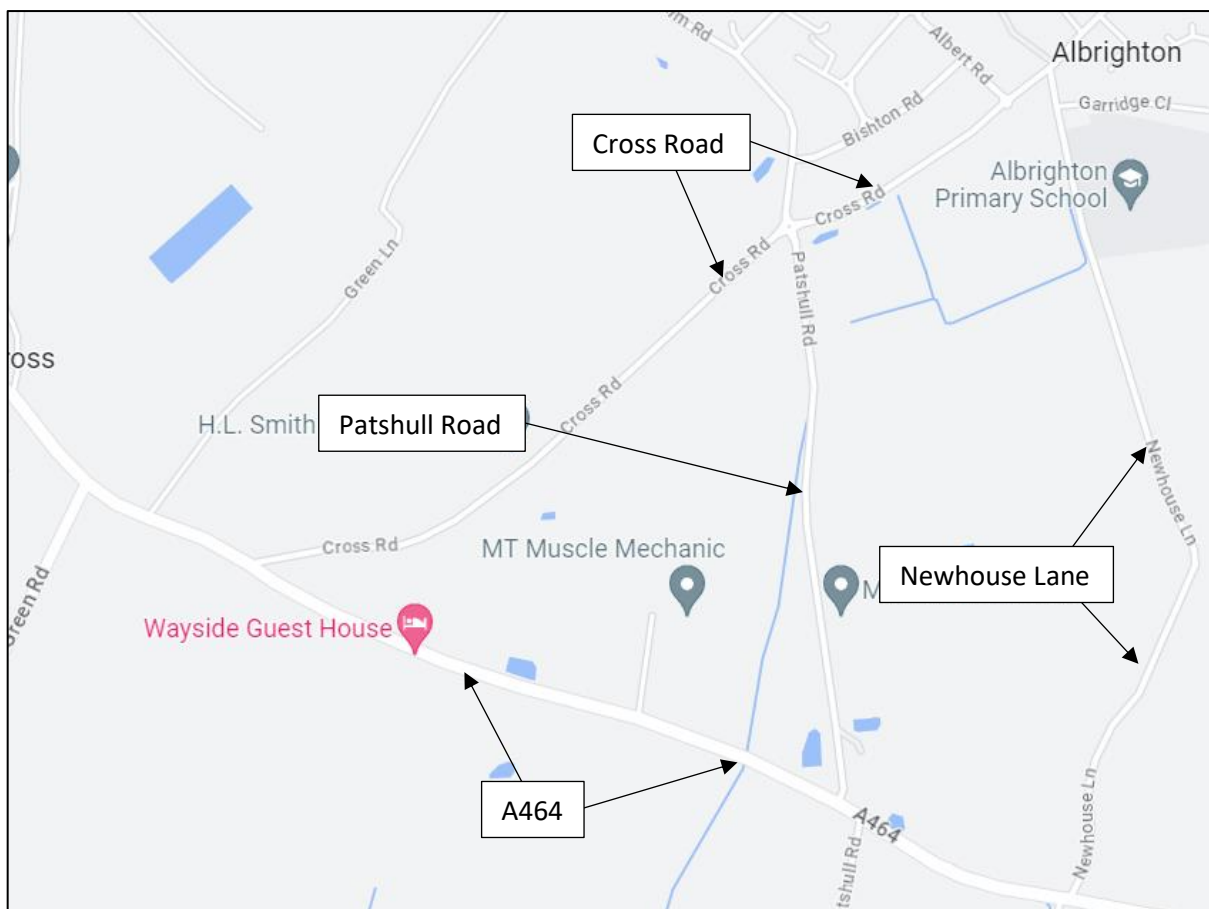


Figure 2. Local Highway Network

- 2.2 The A464 Holyhead Road in its full extent along the southern edge of the site is subject to the national speed limit. The A464 is approximately 6.7 metres wide and has a single footway which extends on the southern side of the road from the A464 / Cross Road junction, with the footway terminating and recommencing on the northern side at the A464 / Patshull Road junction.
- 2.3 Cross Road extends northeast from the A464 / Cross Road junction and is approximately 6 metres wide with no footways and is subject to the national speed limit. This reduces to a 40mph then 30mph speed limit approximately 600 and 750 metres northeast respectively of the junction with the A464. There is street lighting which starts from approximately 40 metres east of the national speed limit / 40 mph speed limit change signage and continues through the village.
- 2.4 Between the Cross Road / Elm Road / Patshull Road mini roundabout to the Cross Road / Albert Road mini roundabout there is a 2 metre wide footway on the northern side of the road. This is separated from the carriageway by a grass verge which is approximately 1 metre wide. There is a

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footway on the southern side of the road, however, comparisons between Google Street View captured in 2023 and 2009 shows that it is now almost entirely overgrown.

- 2.5 From the Cross Road / Albert Road mini roundabout to the High Street / Cross Road junction there are footways on both sides of the road with widths typically varying between 1.5 and 2 metres.
- 2.6 Patshull Road is an unclassified road which is between approximately 4.5 and 5 metres wide. It is subject to the national speed limit from the Patshull Road / A464 T-junction, and changes to a 30 mph speed limit approximately 140 metres south of the Cross Road / Elm Road / Patshull Road mini roundabout. Patshull Road has no footways.
- 2.7 Newhouse Lane is an unclassified road which measures between approximately 2.7 and 3 metres wide for the majority of its length; it widens to 4.5 metres wide approximately 30 metres to the south of the southern Albrighton Primary School access. The road is subject to the national speed limit from the Newhouse Lane / A464 T-junction and changes to a 30mph speed limit approximately 315 metres south of the Newhouse Lane / Cross Road T-junction. The road has no footways up to the southern Albrighton Primary School access; from here there is a 1.5 to 2 metre footway on the east side of the road which is set back from the carriageway directly outside the school by an approximately 2 metre wide grass verge. Newhouse Lane is subject to a two tonne weight restriction (except for access) for its entire length. There is streetlighting from the southern school access to Cross Road.

3.0 Proposed Development

Development Proposals

- 3.1 At this stage, the proposals would likely allow for a mix of uses across the site comprising of the following:
- Circa 600 residential units with a mixed housing type;
 - Circa 60-unit care facility;
 - Extension to Albrighton Primary School;
 - New secondary school; and
 - Neighbourhood centre including a drive-to supermarket
- 3.2 The precise quantum / area of the extended Albrighton Primary School, new secondary school and neighbourhood centre with a drive-to supermarket is not yet known and therefore the below section sets out principles to agree with the Local Highway Authority that will subsequently be used as part of designing the highway network and preparing the Transport Assessment.
- 3.3 The proposed secondary school and extension to Albrighton Primary School could be provided at the north-eastern edge of the larger site. This would accommodate the need for not only future children of the development but also existing children who live in and around Albrighton and future local plan sites. Furthermore there would be an care facility in the northeastern edge to meet care needs of both future and existing residents of Albrighton with it being located close walking distance to the High Street. Finally the area of land proposed for a neighbourhood centre would be a flexible land use open to meet any additional retail / leisure need within Albrighton, this is likely to include a drive-to supermarket.
- 3.4 It is noted that there are existing poor highway infrastructure facilities on Newhouse Lane to accommodate school buses / pupil drop-offs and pedestrians in the vicinity of the existing Albrighton Primary School and future secondary school. Therefore, as part of any proposals, there is the potential to provide a dedicated drop-off facility along Newhouse Lane, which would aid to segregate pedestrian and vehicular activity.
- 3.5 The indicative framework plan is contained at **Appendix A** and is also shown at **Figure 3**.

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Figure 3. Framework Plan

Design Criteria

- 3.6 The Shropshire Manual for Adoptable Roads & Transport [SMART] guidance document (2021) states that road design should draw upon the principles as set out in Manual for Streets 1 & 2 (Department for Transport 2007). The guidance also states provides a road hierarchy which is set out below:
- Local Distributor Road (no dwelling limit) - a road distributing traffic between residential and/or industrial estates and identified communities.
 - Collector Road (500 dwellings) – providing access to lower order roads.
 - Access Road (200 dwellings) – gains access directly to a collector road.
- 3.7 The above guidance does not provide geometric parameters or width requirements for each of these road types and therefore as part of the pre-application response further advice from the Local Highway Authority would be welcomed, but as a minimum carriageways would be 5.5 metres wide and footways would be 2 metres wide, in line with the Manual for Streets guidance.
- 3.8 The SMART guidance document also states that large developments are likely to lead to the introduction of specific new bus services, advising that there should be one bus stop within 400 metres walking distance of every dwelling. Given the scale of the development, it is likely that an internal bus link would be provided and this would be investigated with bus operators contacted as part of any Transport Assessment.

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Access Strategy

- 3.9 As the proposed development has access to numerous local roads both at the edge of and within the boundaries of the site, it is deemed appropriate that where possible the existing road network would be improved / upgraded to comply to current national and local design standards as set out above for the land use proposed. A summary of the upgrades have been provided below with reference to **Drawing Number SH5034-2PD-001** (contained at **Appendix B**).
- Patshull Road. The existing carriageway would be increased to a minimum width of 5.5 metres between Cross Road and the A464. Footways measuring 2 metres wide would be provided at both sides of the carriageway between Cross Road and the southern proposed internal road within the applicants control. The speed limit would be reduced to 30mph with street lighting provided. The existing Patshull Road / A464 junction may need to be upgraded from a mini-roundabout to a conventional roundabout subject to capacity assessments.
 - Newhouse Lane (between Cross Road and the potential Secondary School). Newhouse Lane would be downgraded to pedestrian / cyclist access only between Cross Road and the existing Albrighton Primary School. A new road would be proposed by creating a fourth arm off the existing Cross Road / Albert Road mini-roundabout, with Garridge Close and private drives extended to the new section of road to maintain access. The proposed carriageway would be a minimum of 5.5 metres with traffic calming measures, 2 metres wide footways, street lighting, and a 20mph speed limit provided. This would allow for any through traffic to bypass the school traffic, and also provide a betterment to access to the existing school by reducing conflict with vulnerable road users.
 - Newhouse Lane (between the potential Secondary School and the A464). Newhouse Lane carriageway would be increased to a minimum width of 5.5 metres between the Secondary School and the A464. Footways measuring 2 metres wide would be provided at both sides of the carriageway until the southern proposed internal road. The speed limit would be reduced to 30mph with street lighting provided. The existing Newhouse Lane / A464 junction would be stopped up and relocated to the west within the site frontage to allow for a larger improved junction arrangement (size and junction type to be determined by capacity assessments).
 - Cross Road. The existing Cross Road / A464 junction has restricted visibility and does not meet the A464 at a perpendicular alignment and there is limited verge / highway to improve the junction should it need to be for capacity reasons. As such it is therefore proposed the road is diverted into the site with a relocated junction created onto the A464 in a more appropriate location. The size and type of this revised junction is yet to be determined and will be subject to future capacity assessments. The speed limit would be reduced to 30mph with street lighting provided along its full length.
 - A464. The A464 is subject to the national speed limit and therefore as part of the development proposals it would be reasonable to downgrade this to a 50mph (or less) speed limit with associated infrastructure. This would be subject to consultation and feedback from the Local Highway Authority as part of any pre-application response.
- 3.10 The suitability of the above access strategy and geometric parameters should be confirmed as part of the pre-application response.

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4.0 Traffic Generation

Proposed Residential Development Element

- 4.1 In order to gain an understanding of the likely traffic that could be generated by the residential element of the site, the TRICS database has been interrogated using the 'Residential - Houses Privately Owned' category. The search deselected sites located within Greater London, Wales, Scotland, and Ireland regions, as well as any COVID-19 affected surveys. Only sites that were surveyed on a weekday and were located within an 'Edge of Town' and 'Neighbourhood Centre' locations were selected, with the parameter set at 300 to 800 units.
- 4.2 The search resulted in a total of 6 sites with the resulting average trip rate for the 08:00 to 09:00 morning peak, 17:00 to 18:00 evening peak contained within **Table 1** below (full details contained in **Appendix C**).

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Rate (per dwelling)	0.145	0.412	0.557
17:00 – 18:00 Trip Rate (per dwelling)	0.361	0.157	0.518

Table 1. Total Proposed Residential Development Trip Rates

Proposed Care Facility

- 4.3 The TRICS database has once been reinterrogated in order to gain an understanding of the likely trip generation values for the care facility element of the site. The database search used the '05 – Health – L – Care Home' category. The search deselected sites within Greater London, Wales, Scotland, and Ireland regions, as well as any COVID-19 affected surveys. Only sites that were surveyed on a weekday and were situated within 'Suburban Area' and 'Edge of Town' locations were selected, with the parameter set to 25 to 75 total units.
- 4.4 The search resulted in a total of 4 sites with the resulting average trip rates for the 08:00 to 09:00 morning peak, 17:00 to 18:00 evening peak contained within **Table 2** below (full details contained in **Appendix D**).

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Rate (per unit)	0.105	0.065	0.170
17:00 – 18:00 Trip Rate (per unit)	0.020	0.072	0.092

Table 2. Total Proposed Care Facility Trip Rates

Proposed Secondary School Element

- 4.5 The TRICS database has been interrogated once again in order to gain an understanding of the likely trip generation values for a new secondary school. The database search used the '04 – Education – B – Secondary' category. The search deselected sites within Greater London, Wales, Scotland, and Ireland regions, as well as any COVID-19 affected surveys. Only sites that were surveyed on a weekday and were situated within 'Suburban Area' and 'Edge of Town' locations were selected, with the parameter set to 400 to 800 total units.
- 4.6 The search resulted in a total of 2 sites with the resulting average trip rates for the 08:00 to 09:00 morning peak, 16:00 to 17:00 school peak, and 17:00 to 18:00 evening peak contained within **Table 3** below (full details contained in **Appendix E**).

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Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Rate (per pupil)	0.163	0.153	0.316
16:00 – 17:00 Trip Rate (per pupil)	0.115	0.139	0.254
17:00 – 18:00 Trip Rate (per pupil)	0.019	0.012	0.031

Table 3. Proposed Secondary School Trip Rates

- 4.7 It should be noted that the above assesses the evening peak associated with secondary school (which based on TRICS is between 16:00 to 17:00) and also the network evening peak. For the purpose of the forthcoming Transport Assessment, the impact during the network peak of 17:00 to 18:00 would be utilised.
- 4.8 Given the location of the proposed secondary school adjacent to the proposed settlement and existing settlement of Albrighton, it is anticipated that a large proportion of pupils at the secondary school would live locally. Therefore an internalisation factor of 50% has been applied, to allow for the fact that most secondary school pupils would live in close proximity of the school and therefore not create new vehicle trips on the network. The result of this are shown in **Table 4** below.

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Rate (per pupil)	0.082	0.076	0.158
16:00 – 17:00 Trip Rate (per pupil)	0.057	0.028	0.127
17:00 – 18:00 Trip Rate (per pupil)	0.010	0.006	0.016

Table 4. Proposed Secondary School Trip Rates (50% Internalisation)

- 4.9 The above methodology and internalisation factor should be confirmed with the LHA as part of the scoping response. These would then be applied to the quantum of development once this is known.

Proposed Primary School Extension Element

- 4.10 At this stage it is envisaged that the Primary School extension would generate a negligible increase in traffic. As part of any future Transport Assessment, the above search criteria would be utilised within TRICS for the land use category '04 Education – A Primary School'. The 50% internalisation factor would once again be utilised.
- 4.11 Once the precise extent of the Primary School extension is agreed, we would seek to confirm the above methodology is appropriate with the LHA.

Proposed Drive-to Supermarket Element (contained within the Neighbourhood Centre)

- 4.12 The precise size of the drive-to supermarket / Neighbourhood Centre land use is not yet known, however for the purpose of this assessment the TRICS database has been interrogated to understand the potential trip rates that could be associated with the type of use. The database search used the '01 – Retails – C - Discount Food Stores' category. The search deselected sites within Greater London, Wales, Scotland, and Ireland regions, as well as any COVID-19 affected surveys. Only sites that were surveyed on a weekday and were situated within 'Suburban Area' and 'Edge of Town' locations were selected, with the parameter set to 400 to 800 pupils.
- 4.13 The supermarket element of the Neighbourhood Centre is likely to be the key generator of new

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vehicle trips, and therefore utilising this land use category represents a robust assessment.

- 4.14 The search resulted in a total of 5 sites with the resulting average trip rate for the 08:00 to 09:00 morning peak, 17:00 to 18:00 evening peak contained within **Table 5** below (full details contained in **Appendix F**).

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Rate (per 100sqm)	2.862	2.039	4.901
17:00 – 18:00 Trip Rate (per 100sqm)	5.283	5.264	10.547

Table 5. Proposed Drive-to Supermarket Trip Rates

- 4.15 In order to take account of pass-by / linked trips associated with the Neighbourhood Centre / supermarket, and that not all trips would be “new” to the highway network, an internalisation factor of 30% would be considered a reasonable factor to apply to illustrate a more representative interpretation of the trips directly generated by the proposals. **Table 6** below shows the revised trip rates:

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Rate (per 100sqm)	2.003	1.427	3.430
17:00 – 18:00 Trip Rate (per 100sqm)	3.698	3.685	7.383

Table 6. Proposed Drive-to Supermarket Trip Rates (30% Internalisation)

- 4.16 The above methodology and internalisation factor should be confirmed with the LHA as part of the scoping response. These would then be applied to the quantum of development once this is known.

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5.0 Traffic Distribution and Assignment

5.1 The below traffic has been distributed onto the local highway network using Census 2011 'location of usual resident and place of work by method of travel to work' dataset (WU03EW).

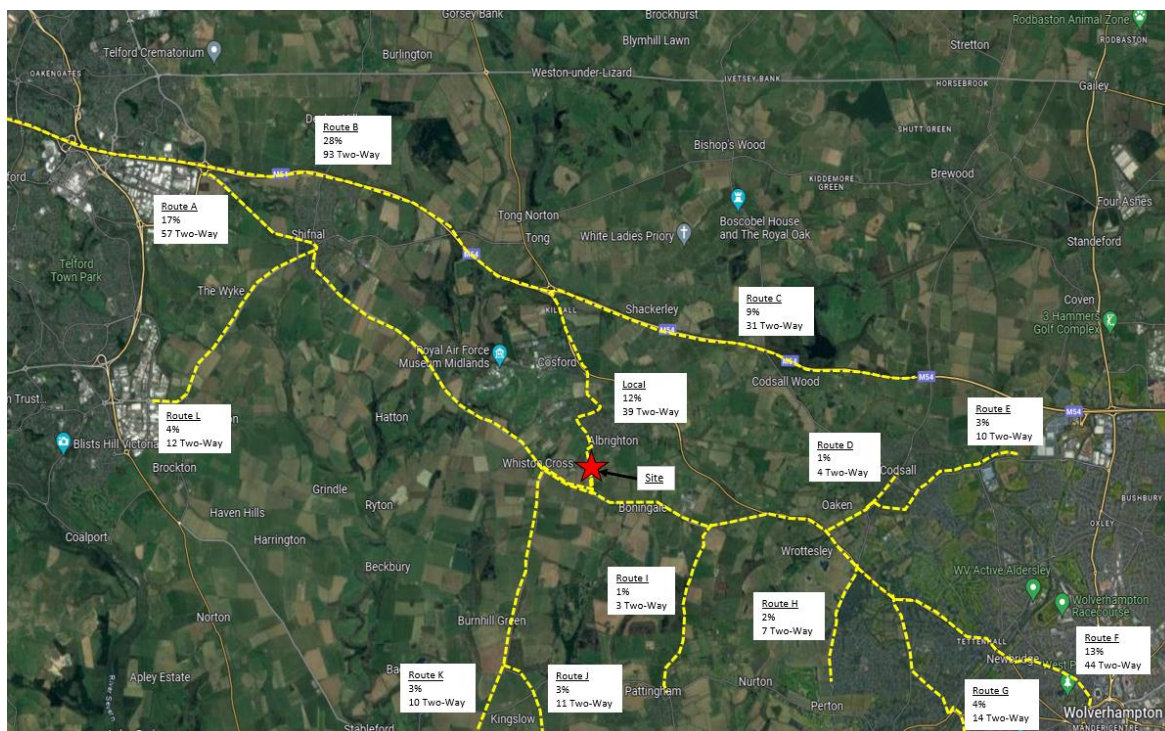


Figure 4. Traffic Distribution and Route Visualisation

5.2 In considering the site, residents living within 'Shropshire 027' area have been selected, noting that all districts where less than 10 residents worked were discounted as these only accounted for less than 0.5% of total journeys (calculations contained at **Appendix G**). **Table 7** below provides a summary of the traffic distribution at key junctions:

Junction	% Distribution
4. Patshull Road / A464 Holyhead Road	51%
3. Cross Road / Elm Road / Patshull Road Mini Roundabout	49%
5. Newport Road / A41 Albrighton-By-Pass	37%
6. Elm Road / Bowling Green Lane / Loak Road Roundabout	28%
7. A464 Holyhead Road / A41 Newport Road Signalled Junction	23%
9. A464 Holyhead Road / Stone Drive Roundabout	21%
8. A464 Victoria Road / A4169 Innage Road / A464 Priorslee Road / Haughton Lane / B4379 Shrewsbury Road Roundabout	17%
9. A41 Tettenhall Road / New Hampton Road West Junction	13%

Table 7. Traffic Distribution at Key Junctions

6.0 Impact Assessment

Study area

- 6.1 The 'Guidance on Transport Assessment' document advises that developments may have a significant impact where increases of 30 or more two-way movements occur during peak hours. It goes on to state that "Whilst there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause a detrimental impact, it is a useful point of reference from which to commence discussions." This figure is identified purely as a starting point for further consideration and it is common that higher hourly increases of 45 to 60 vehicles could be satisfactorily accommodated where capacity and highway safety issues do not exist.
- 6.2 Whilst the quantum of vehicular numbers at key junctions is unknown, it is likely that based upon the distribution pattern outlined at **Table 7** the following junctions could have more than 30 two-way development trips and would therefore require assessment, noting this would be confirmed as part of any subsequent Transport Assessment: noting that the worst-case morning peak hour trips have been used:
- Proposed South Western (Cross Lane) Access / A464
 - Proposed South Eastern (Newhouse Lane) Access / A464
 - Proposed North Eastern (Newhouse Lane) Access / Cross Lane / Albert Road
 - Patshull Road / A464 Holyhead Road T-junction
 - Patshull Road / Cross Road / Elm Road / Mini Roundabout
 - Elm Road / Bowling Green Lane / Loak Road Roundabout
 - Newport Road / A41 Albrighton-By-Pass T-junction
 - A464 Holyhead Road / A41 Newport Road Signalled Junction
 - A464 Victoria Road / A4169 Innage Road / A464 Priorslee Road / Haughton Lane / B4379 Shrewsbury Road roundabout

Assessment Scenarios

- 6.3 A design year of 5 years and future year of 10 years post planning submission would be adopted. In light of this, a Design Year of 2028 and a Future Year of 2033 would be used. TEMPro growth factors would be obtained as part of the Transport Assessment.
- 6.4 As part of the Transport Assessment, the following scenarios would be assessed from a capacity perspective:
- 2023 Baseline
 - 2028 Design Year
 - 2028 Design Year + Committed Development
 - 2028 Design Year + Committed Development + Proposed Development
 - 2033 Future Year
 - 2033 Future Year + Committed Development
 - 2033 Future Year + Committed Development + Proposed Development
- 6.5 Should mitigation measures be required, these would be identified and presented within the Transport Assessment.

Committed Developments

- 6.6 Confirmation is sought from the Local Highway Authority regarding any committed developments and highway improvement schemes that may be required to be included in any future capacity assessment works.

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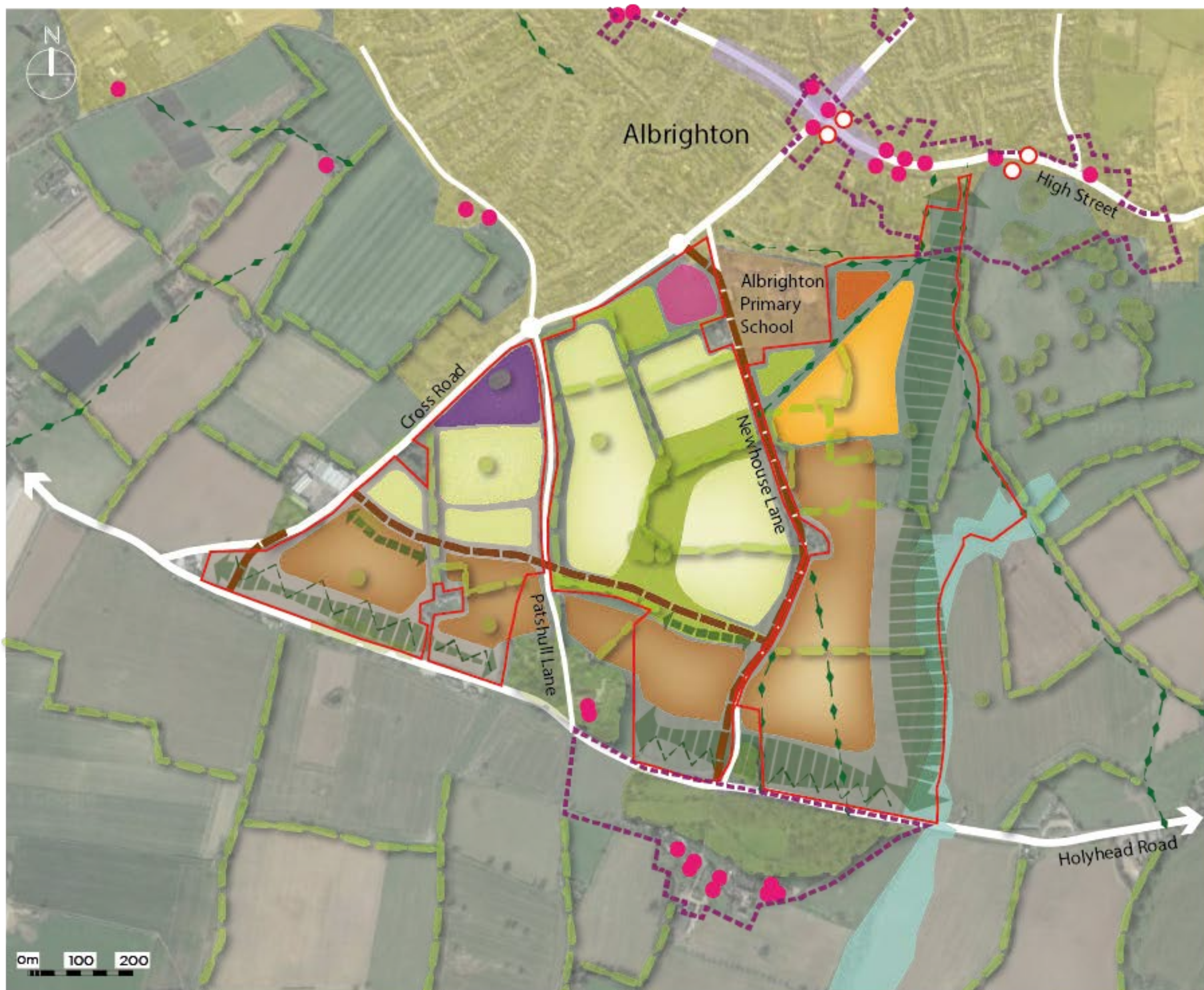
7.0 Conclusion

- 7.1 At this stage, we are seeking confirmation from the Local Highway Authority that the above is acceptable in terms of progressing with the Transport Assessment. This includes agreement of the following key principles:
- Proposed access strategy
 - Traffic Generation
 - Internalisation and linked trip factors
 - Trip assignment and distribution
 - Future Assessment Year
 - TEMPro factors
 - Committed developments requiring assessment
 - Study area for capacity assessments
- 7.2 We look forward to receiving your scoping response, such that the above works can be continued in an efficient manner.

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Appendix A Indicative Framework Masterplan



- Site Boundary
- Residential (within plan period)
- Residential (beyond plan period)
- Extra Care Facility
- Neighbourhood Centre
- Proposed POS
- Secondary School
- Extension to Primary School
- Bus Stop
- Listed Buildings
- PROW
- Potential Screening/Buffer
- Green Corridors
- Conservation Area
- Existing Settlement
- Existing Hedgerows/Trees
- Indicative Primary Access Road

Project

Albrighton South, SUE

Client

Boningale Homes Ltd.

Drawing Title

Framework Plan

Job No.
SH5034

Date
17/10/2023

Drawn by
MRK

Drwg no.
SK03-A

Scale

Checked
DK

cass

architecture
masterplanning
landscape
conservation
sustainability

5 Abbey Court
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Appendix B SDD Drawings

KEY:

RESIDENTIAL LAND USE

EXTRA CARE RESIDENTIAL LAND USE

SECONDARY SCHOOL LAND USE

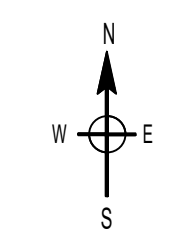
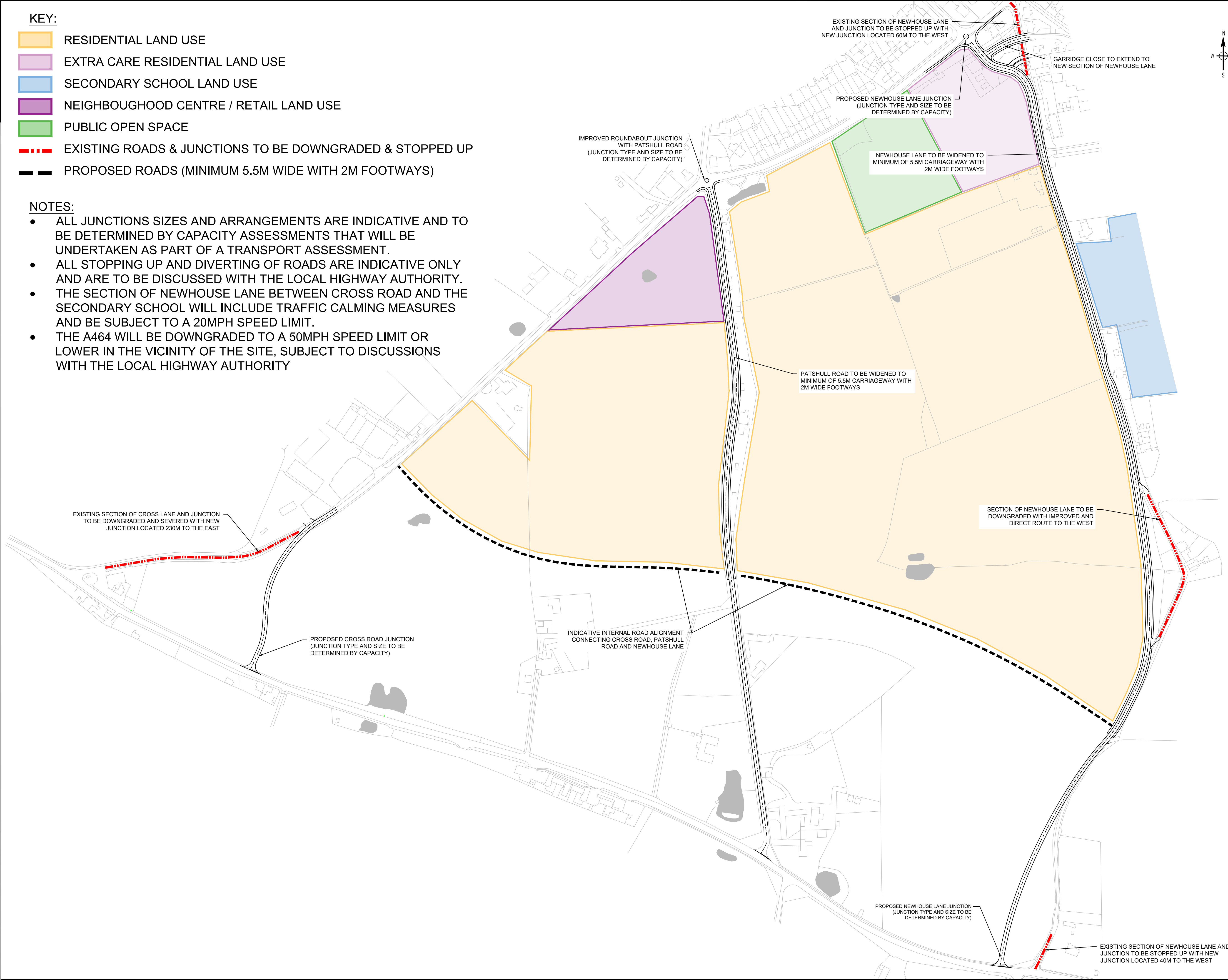
NEIGHBOUGHOOD CENTRE / RETAIL LAND USE

PUBLIC OPEN SPACE

EXISTING ROADS & JUNCTIONS TO BE DOWNGRADED & STOPPED UP

PROPOSED ROADS (MINIMUM 5.5M WIDE WITH 2M FOOTWAYS)

- NOTES:
- ALL JUNCTIONS SIZES AND ARRANGEMENTS ARE INDICATIVE AND TO BE DETERMINED BY CAPACITY ASSESSMENTS THAT WILL BE UNDERTAKEN AS PART OF A TRANSPORT ASSESSMENT.
 - ALL STOPPING UP AND DIVERTING OF ROADS ARE INDICATIVE ONLY AND ARE TO BE DISCUSSED WITH THE LOCAL HIGHWAY AUTHORITY.
 - THE SECTION OF NEWHOUSE LANE BETWEEN CROSS ROAD AND THE SECONDARY SCHOOL WILL INCLUDE TRAFFIC CALMING MEASURES AND BE SUBJECT TO A 20MPH SPEED LIMIT.
 - THE A464 WILL BE DOWNGRADED TO A 50MPH SPEED LIMIT OR LOWER IN THE VICINITY OF THE SITE, SUBJECT TO DISCUSSIONS WITH THE LOCAL HIGHWAY AUTHORITY



REV	DR	CH	PA
DRAWN BY	CHECKED BY	PASSED BY	DATE
KH	AM	AM	31.10.23
SCALES @ A1 SIZE		ISSUE STATUS	
1:2000		PRELIMINARY	
ALBRIGHTON SOUTH, SUE			
POTENTIAL ACCESS STRATEGY TO SERVE ALBRIGHTON SOUTH SUE			
BONINGALE HOMES LTD			
			
DRAWING NUMBER		REV.	
SH5034-2PD-001		-	

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Appendix C Residential TRICS Output Data

Calculation Reference: AUDIT-631801-231020-1039

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 321 to 799 (units:)
 Range Selected by User: 300 to 800 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 20/03/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday 3 days
 Wednesday 1 days
 Thursday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 5 days
 Directional ATC Count 1 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town 5
 Neighbourhood Centre (PPS6 Local Centre) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 5
 Village 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected
 Servicing vehicles Excluded 15 days - Selected

Secondary Filtering selection:**Use Class:**

C3 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	5 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DY-03-A-01 RADBOURNE LANE DERBY	MIXED HOUSES	DERBY
	Edge of Town Residential Zone Total No of Dwellings:	371	
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL
2	NF-03-A-31 BRANDON ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	321	
	Survey date: THURSDAY	22/09/22	Survey Type: DIRECTIONAL ATC COUNT
3	NF-03-A-38 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	537	
	Survey date: TUESDAY	20/09/22	Survey Type: MANUAL
4	SC-03-A-08 REIGATE ROAD HORLEY	MIXED HOUSES	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	790	
	Survey date: WEDNESDAY	04/05/22	Survey Type: MANUAL
5	WS-03-A-06 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	799	
	Survey date: THURSDAY	02/03/17	Survey Type: MANUAL
6	WS-03-A-15 HILLAND ROAD BILLINGSHURST	MIXED HOUSES	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	380	
	Survey date: TUESDAY	23/11/21	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
KC-03-A-06	Flats
NF-03-A-23	Flats
NF-03-A-47	Flats

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	533	0.084	6	533	0.356	6	533	0.440
08:00 - 09:00	6	533	0.145	6	533	0.412	6	533	0.557
09:00 - 10:00	6	533	0.133	6	533	0.160	6	533	0.293
10:00 - 11:00	6	533	0.116	6	533	0.128	6	533	0.244
11:00 - 12:00	6	533	0.132	6	533	0.139	6	533	0.271
12:00 - 13:00	6	533	0.156	6	533	0.144	6	533	0.300
13:00 - 14:00	6	533	0.136	6	533	0.138	6	533	0.274
14:00 - 15:00	6	533	0.130	6	533	0.164	6	533	0.294
15:00 - 16:00	6	533	0.238	6	533	0.147	6	533	0.385
16:00 - 17:00	6	533	0.249	6	533	0.140	6	533	0.389
17:00 - 18:00	6	533	0.361	6	533	0.157	6	533	0.518
18:00 - 19:00	6	533	0.326	6	533	0.138	6	533	0.464
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.206			2.223			4.429

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	321 - 799 (units:)
Survey date range:	01/01/15 - 20/03/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Pre-Application Highways Technical Note



Appendix E Secondary School TRICS Output Data

Pre-Application Highways Technical Note



Appendix D **Care Home TRICS Output Data**

Calculation Reference: AUDIT-631801-231025-1026

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : L - CARE HOME (SPECIFIC CONDITION)
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
 Actual Range: 30 to 48 (units:)
 Range Selected by User: 25 to 75 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 22/04/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
------------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C2	4 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	GM-05-L-01	CARE HOME		GREATER MANCHESTER
	LEA VIEW			
	OLDHAM			
	ROYTON			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	41		
	Survey date: THURSDAY	22/10/15	Survey Type: MANUAL	
2	GM-05-L-02	CARE HOME		GREATER MANCHESTER
	ENA CRESENT			
	LEIGH			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	30		
	Survey date: FRIDAY	22/04/22	Survey Type: MANUAL	
3	HC-05-L-01	CARE HOME		HAMPSHIRE
	BEACH ROAD			
	HAYLING ISLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	34		
	Survey date: MONDAY	23/11/15	Survey Type: MANUAL	
4	LN-05-L-01	CARE HOME		LINCOLNSHIRE
	ALTHAM TERRACE			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	48		
	Survey date: WEDNESDAY	04/10/17	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	41	0.073	1	41	0.024	1	41	0.097
07:00 - 08:00	4	38	0.176	4	38	0.046	4	38	0.222
08:00 - 09:00	4	38	0.105	4	38	0.065	4	38	0.170
09:00 - 10:00	4	38	0.098	4	38	0.052	4	38	0.150
10:00 - 11:00	4	38	0.059	4	38	0.052	4	38	0.111
11:00 - 12:00	4	38	0.052	4	38	0.052	4	38	0.104
12:00 - 13:00	4	38	0.072	4	38	0.098	4	38	0.170
13:00 - 14:00	4	38	0.157	4	38	0.065	4	38	0.222
14:00 - 15:00	4	38	0.092	4	38	0.144	4	38	0.236
15:00 - 16:00	4	38	0.092	4	38	0.183	4	38	0.275
16:00 - 17:00	4	38	0.065	4	38	0.098	4	38	0.163
17:00 - 18:00	4	38	0.020	4	38	0.072	4	38	0.092
18:00 - 19:00	4	38	0.092	4	38	0.065	4	38	0.157
19:00 - 20:00	4	38	0.098	4	38	0.111	4	38	0.209
20:00 - 21:00	4	38	0.046	4	38	0.111	4	38	0.157
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.297			1.238			2.535

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:

30 - 48 (units:)

Survey date date range:

01/01/15 - 22/04/22

Number of weekdays (Monday-Friday):

4

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Pre-Application Highways Technical Note



Appendix F Drive-to Supermarket TRICS Output Data

Calculation Reference: AUDIT-631801-231102-1120

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 1466 to 2440 (units: sqm)
Range Selected by User: 1000 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Thursday	2 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	5
--------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
Development Zone	1
Retail Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	5 days
------	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	5 days
------------	--------

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	2 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-01-C-01	LIDL		CAMBRIDGESHIRE
	CROMWELL ROAD			
	WISBECH			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	1466	sqm	
	Survey date: FRIDAY	21/10/16		Survey Type: MANUAL
2	NN-01-C-01	ALDI		NORTH NORTHAMPTONSHIRE
	SAXON WAY WEST			
	CORBY			
	GREAT OAKLEY			
	Edge of Town			
	Development Zone			
	Total Gross floor area:	1924	sqm	
	Survey date: TUESDAY	14/06/22		Survey Type: MANUAL
3	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2440	sqm	
	Survey date: FRIDAY	15/07/16		Survey Type: MANUAL
4	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	2247	sqm	
	Survey date: THURSDAY	22/06/17		Survey Type: MANUAL
5	WS-01-C-03	LIDL		WEST SUSSEX
	SHRIPNEY ROAD			
	BOGNOR REGIS			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2125	sqm	
	Survey date: THURSDAY	23/09/21		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2040	0.520	5	2040	0.235	5	2040	0.755
08:00 - 09:00	5	2040	2.862	5	2040	2.039	5	2040	4.901
09:00 - 10:00	5	2040	3.715	5	2040	3.382	5	2040	7.097
10:00 - 11:00	5	2040	4.852	5	2040	4.303	5	2040	9.155
11:00 - 12:00	5	2040	5.107	5	2040	4.960	5	2040	10.067
12:00 - 13:00	5	2040	5.195	5	2040	5.048	5	2040	10.243
13:00 - 14:00	5	2040	5.156	5	2040	5.430	5	2040	10.586
14:00 - 15:00	5	2040	5.156	5	2040	5.430	5	2040	10.586
15:00 - 16:00	5	2040	5.470	5	2040	5.460	5	2040	10.930
16:00 - 17:00	5	2040	5.195	5	2040	5.126	5	2040	10.321
17:00 - 18:00	5	2040	5.283	5	2040	5.264	5	2040	10.547
18:00 - 19:00	5	2040	3.823	5	2040	4.411	5	2040	8.234
19:00 - 20:00	5	2040	2.382	5	2040	2.725	5	2040	5.107
20:00 - 21:00	5	2040	1.362	5	2040	1.843	5	2040	3.205
21:00 - 22:00	5	2040	0.235	5	2040	0.608	5	2040	0.843
22:00 - 23:00	5	2040	0.039	5	2040	0.167	5	2040	0.206
23:00 - 24:00									
Total Rates:			56.352			56.431			112.783

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 1466 - 2440 (units: sqm)
 Survey date range: 01/01/15 - 19/11/22
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Pre-Application Highways Technical Note



Appendix G Census 2011 Distribution Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population

units

date

usual residence

All usual residents aged 16 and over in employment the week before the census

Persons

2011

E02006009 : Shropshire 027 (2011 super output area - middle layer)

Place of work : 2011 census merged local authority district	Driving a car or van	%
Shropshire	611	36.7%
Telford and Wrekin	377	22.6%
Wolverhampton	322	19.3%
South Staffordshire	101	6.1%
Sandwell	65	3.9%
Dudley	60	3.6%
Walsall	54	3.2%
Birmingham	41	2.5%
Stafford	26	1.6%
Cannock Chase	10	0.6%
	1,667	100.0%

Peak Hour Trip Generation AM	Units	Two-Way
0.557	600	334
Peak Hour Trip Generation PM	Units	Two-Way
0.518	600	311

	Driving a car or van	%	Route
Shropshire E 25,27,31,33,34	487	29.2%	40% B / 40 % Local / 10% A / 10% K
T&W N 1-9,11-15	194	11.6%	60% B / 40% A
T&W S 10,16-23	183	11.0%	60% A / 25% L / 15% B
Wolverhampton E & Central 12,13,15,16,17,20	168	10.1%	F
Sandwell	65	3.9%	C
Shrewsbury 15,16,17,18,19,20,21,22,23,24	61	3.7%	50% B / 50% A
Dudley	60	3.6%	70% J / 30% G
Wolverhampton N 1-11	55	3.3%	75% E / 25% F
Walsall	54	3.2%	C
Wolverhampton S 18,22,23,27,29,32,33,34,35	51	3.1%	70% F / 30 % G
Wolverhampton W 14,19,21,26,28,30,31	48	2.9%	80% G / 20 % H
South Staffordshire (C) 8-10	48	2.9%	30% I / 30% H / 20% D / 20% E
Birmingham	41	2.5%	C
South Staffordshire (N) 1-7	31	1.9%	75% B / 25% D
Stafford	26	1.6%	C
Shropshire N 1,2,4,5,8,9,10,13	25	1.5%	80% B / 20% A
Shropshire S 28,29,32,35,36,37,38,39	24	1.4%	60% L / 15% A / 15 % B / 10% K
South Staffordshire (S) 11-14	22	1.3%	60% J / 40% H
Shropshire W 3, 6,7,11,12,14,26,30	14	0.8%	50 % A / 50% B
Cannock Chase	10	0.6%	75% C / 25% D
Total	1667	100.0%	

Route Choice Breakdown	
A	16.93%
B	27.83%
C	9.15%
D	1.19%
E	3.05%
F	13.04%
G	4.30%
H	1.97%
I	0.86%
J	3.31%
K	3.07%
L	3.61%
Local	11.69%

AM	
Two-Way Trips	
A	56.58
B	93.02
C	30.57
D	3.98
E	10.19
F	43.59
G	14.37
H	6.58
I	2.89
J	11.07
K	10.24
L	12.06
Local	39.05

PM	
Two-Way Trips	
A	53
B	87
C	28
D	4
E	9
F	41
G	13
H	6
I	3
J	10
K	10
L	11
Local	36

Routes	Description
A	Patshull Road (S), A464 (W), A464 Victoria Road (W), A464 Priorslee Road (W)
B	Patshull Road (N), Elm Road (N), Bowling Green Lane (E), Newport Road (W), A41 (N), M54 (W)
B	Patshull Road (N), Elm Road (N), Bowling Green Lane (E), Newport Road (W), A41 (N), M54 (E)
D	Patshull Road (S), A464 (E), A41 (E), Stafford Lane (N), Histons Hill, Elliots Lane (N), Watery Lane (N)
E	Patshull Road (S), A464 (E), A41 (E), Stafford Lane (N), Histons Hill (N), Suckling Green Lane (E), Wolverhampton Road (N), Duck Lane (E), Pendford Mill Lane (E), Wobaston Road (E)
F	Patshull Road (S), A464 (E), A41 (E), New Hampton Road W (E), Waterloo Road (S), A4150
G	Patshull Road (S), A464 (E), A41 (E), Yew Tree Lane (S), School Road (E), A454 (N), B4161 Finchfield Road (S)
H	Patshull Road (S), A464 (E), A41 (E), Wrottesley Park Road (S)
I	Pathull Road (S), A464 (E), Pattingham Lane (S), Westbeech Lane (S)
J	Patshull Road (S), A464 (W), Burnhill Green Road (S)
K	Patshull Road (S), A464 (W), Burnhill Green Road (S)
L	Patshull Road (S), A464 (W), Church Street (W), A4169 (W)
Local	Albrighton and Cosford Area (Any Roads)



APPENDIX B SC Pre-Application Planning Response

Megan Wilson
DLP Planning Limited
V1 Velocity
2 Tenter Street
Sheffield
S1 4BY

Date: 9/01/2024

Our Ref: PREAPP/23/00908

For Boningale Homes

Dear Ms Wilson,

TOWN AND COUNTRY PLANNING ACT 1990

PLANNING REFERENCE: PREAPP/23/00908

PROPOSAL: Mixed-Use development, comprising circa 600 no. residential units, community centre, land for secondary school and ancillary uses

LOCATION: Proposed Residential Development, Patshull Road
Albrighton

Thank you for your request for pre-application advice. I am now in a position to respond. The policy context, findings of consultations and officer comments and recommendations are set out below.

1. POLICY BACKGROUND:

- 1.1 Planning Policy: The National Planning Policy Framework (NPPF) requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 1.2 The development plan for the area comprises the Shropshire Core Strategy and the SAMDev Plan. The emerging Shropshire Local Plan is at the Inquiry stage. The site is not allocated in the SAMDev plan or in the emerging Local Plan so at present there is no policy support for the proposals.
- 1.3 Policy S1 of the SAMDev Plan relates to the Albrighton area and is worded as follows:

S1: Albrighton Area

S1.1: Albrighton Town Development Strategy

1. Albrighton will provide for local needs, delivering around 250 dwellings over the Plan period. Local needs will predominantly be met on two allocated sites, with small-scale windfall development within the development boundary making up the balance.
2. Land is allocated for housing development as set out in Schedule S1a below and identified on the Policies Map.
3. Land to the east of site ALB002 is safeguarded for the village's long-term development needs. Only development which would not prejudice the potential future use of this land to meet Albrighton's longer term development needs will be acceptable on the safeguarded land during the plan period.
4. Retail development will be directed to the village centre where it will benefit from, and contribute to, the town's historic character. The Primary Shopping Area on the High Street is protected for retail uses in accordance with Policies CS15 and MD10a.
5. All development proposals should have regard to the Albrighton Plan.

The policy provides for delivery of 200 homes in total at sites at White Acres and Shaw Lane.

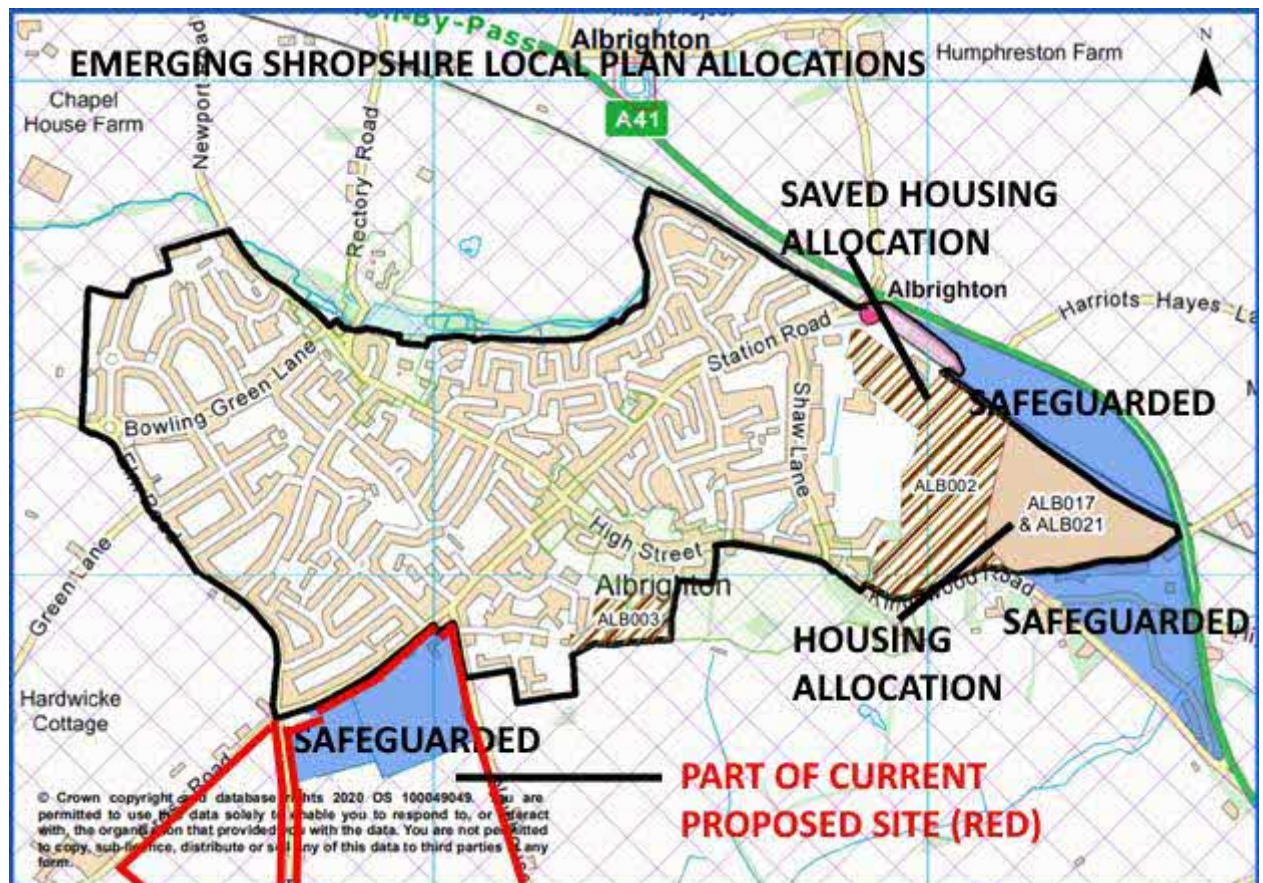


Fig 1 - Emerging Shropshire Local Plan allocations

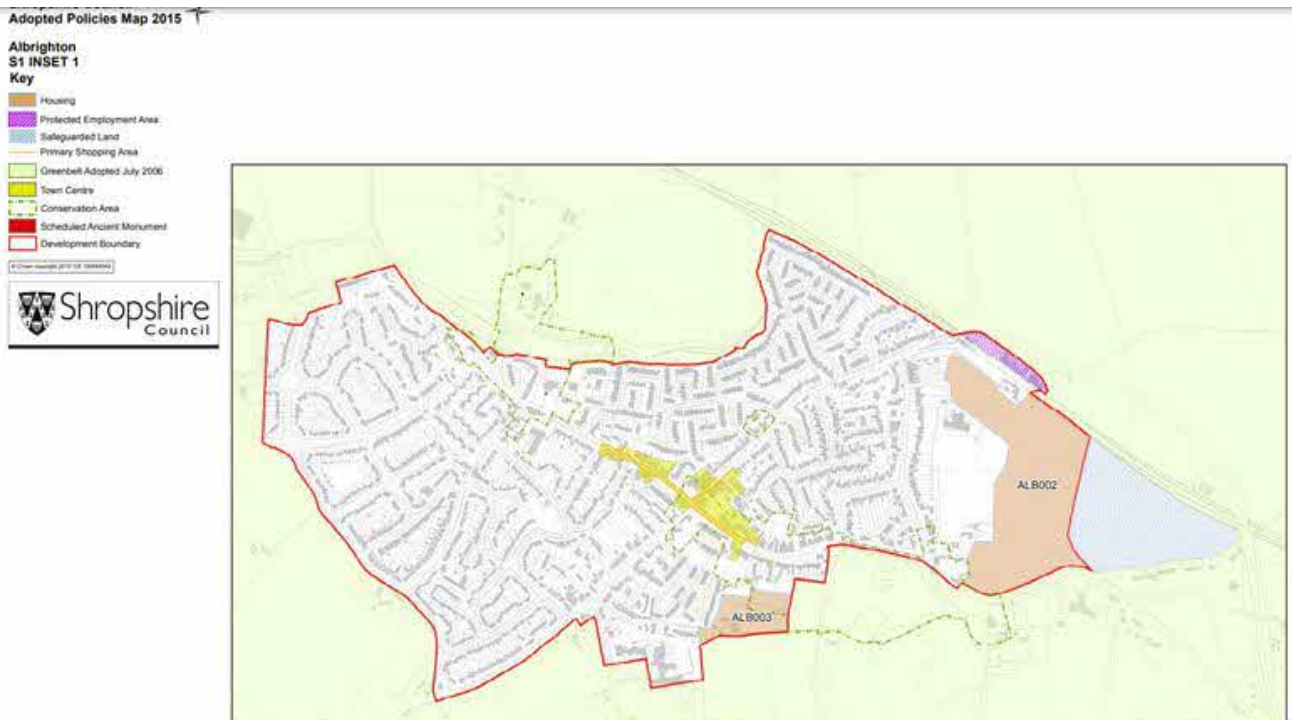


Figure 2 – SAMDev Plan allocations for Albrighton

- 1.4 There are local community objections to the proposed allocation strategy for Albrighton. As such, weight cannot yet be placed on the proposed allocation policy for the town. The objections will be considered at a session of the Inquiry which is likely to take place in the first half of this year.
- 1.5 In the current SAMDev plan the proposed site falls wholly within the Green Belt to the immediate south of Albrighton. In the emerging Shropshire Local Plan a small part of the site to the immediate south of the existing development boundary is defined as safeguarded land. This means that the land is marked for future development but not within the plan period. Identification of the safeguarded land in the emerging local plan does not confer support to the current proposals which relate to a much larger area.
- 1.6 The site currently has a similar status to 'open countryside' within the SAMDev plan where there is a presumption against new open market residential development. Core Strategy policy CS5 advises in this respect that in the open countryside 'new development will be strictly controlled in accordance with national planning policies protecting the countryside and Green Belt from inappropriate development'. Other relevant development plan policies are outlined below:
- 1.7 Core Strategy Policy CS3 reaffirms the key role which market towns such as Albrighton will have as centres for growth and services in their respective areas. Core Strategy Policy CS6 and SAMDev Policy MD2 require development to be designed to a high quality using sustainable design principles which respect the natural and historic environment and social needs. Core Strategy Policy CS7 requires development to facilitate a sustainable, safe, accessible and integrated pattern of transport and communication infrastructure. Policy CS8 advises that development will be designed to preserve and improve access to facilities and services, encouraging infrastructure which this has no significant impact on

recognised environmental assets and which mitigates and adapts to climate change.

- 1.8 Core Strategy Policy CS11 advises that housing development will be designed to meet the diverse housing needs of Shropshire residents now and in the future and to create mixed, balanced and inclusive communities. An associated supplementary planning document sets out detailed policies with respect to type and affordability of housing, including the level of affordable housing contributions for open-market schemes.
- 1.9 Core Strategy Policy CS17 requires all development to protect and enhance the diversity, high quality and local character of Shropshire's natural, built and historic environment. Development should not adversely affect the visual, ecological, heritage or recreational values and functions of these assets. SAMDev Policy MD12 (the natural environment) advises that the conservation, enhancement and restoration of Shropshire's natural assets will be achieved by ensuring that the social or economic benefits of development can be demonstrated to clearly outweigh the harm to natural assets. Where there are unavoidable significant adverse effects, a hierarchy of mitigation then compensation measures will be sought.
- 1.10 SAMDev Policy MD3 is relevant where proposals for new housing development come forward outside of allocated areas. The policy sets 5 tests (in MD3.2) which need to be met and is worded as follows:

MD3.2.

The settlement housing guideline is a significant policy consideration. Where development would result in the number of completions plus outstanding permissions providing more dwellings than the guideline, decisions will have regard to:

- i. The increase in number of dwellings relative to the guideline; and*
- ii. The likelihood of delivery of the outstanding permissions; and*
- iii. Evidence of community support; and*
- iv. The benefits arising from the development; and*
- v. The presumption in favour of sustainable development.*

- 1.11 The settlement housing guidelines for Albrighton for the SAMDev plan have been exceeded and there is local community opposition to the emerging plan which seeks to allocate additional housing. It may therefore be difficult to provide evidence of community support. Any benefits from the proposed housing are considered unlikely to outweigh the harm caused by a significant departure to existing and emerging housing policy. Additionally, there is the potential for significant negative effects on the function and openness of the Green Belt in conflict with Policy CS5 and the NPPF.

2. ADVICE ON CONTENT OF A FUTURE PLANNING APPLICATION

- 2.1 Advice on a possible future application is given in the context of the strong policy objection referred to above. The advice of statutory consultees is included in

Appendix 2. The main issues for any subsequent planning application to address fall under the following headings:

Design
Traffic and access
Residential amenity
Ecology

Design

- 2.2 A draft layout plan has not been provided. Any application should as a minimum provide policy compliant levels of public open space and private amenity space. Public open space should be useable, even where there is a dual drainage function.
- 2.3 Properties should have suitable separation with passive overlooking of amenity spaces.
- 2.4 It will be necessary to ensure that the turning areas are deep enough to accommodate refuse collection vehicles. Residents should not have to pull wheelie bins more than 20m to a communal wheelie bin collection area.
- 2.5 Window specifications should meet relevant standards for internal noise given the proximity of the A464.
- 2.6 There should be an appropriate mix of housing types with particular emphasis on intermediate homes (2-3 bedroom), to meet identified local community needs. Policy compliant levels of affordable housing should be appropriately distributed within the development.
- 2.7 Properties should contain sufficient variety in layout, orientation and surface treatments to provide interesting streetscapes, with architectural detailing and cues taken from the local vernacular. The general design commitments made in the supporting documentation are supported.

Traffic and access

- 2.8 SC Highways have objected to the proposed access (see appendix 2).
- 2.9 Properties should have at least 2 parking spaces, preferably arranged in parallel rather than one behind the other. Consideration should be given to provision of some overspill parking adjoining POS areas.
- 2.10 The Council does not currently have a planning policy specifically requiring new properties to be fitted with electric vehicle charging points. However, this is in accordance with Core Strategy Policy CS6 and SAMDev Policy MD2 and the principles of the Council's adopted sustainability checklist. Hence, such provision will be strongly supported.

Ecology and trees

- 2.12 The Council's ecologist has advised that any application should be accompanied by a phase 1 ecological survey (see appendix 2) and should include a biodiversity net gain assessment. The proposals should be designed to maximise retention of existing vegetation. New planting in POS areas should be native species of local provenance wherever practicable. Any future application should be informed and accompanied by a tree report and arboricultural impact assessment and should include a tree protection plan with particular emphasis on the north-eastern site boundary (Revell's Rough).

Drainage

- 2.13 Any application should provide details of surface drainage proposals. Full details, calculations and layout of the proposed surface water drainage system would need to be submitted. SUDS techniques should also be employed to manage drainage as near to the source as possible.

3. CONCLUSION

- 3.1 The site falls outside of an area where open market housing is supported by current and emerging housing policy and the proposals would represent inappropriate development within the Green Belt, requiring a very special circumstance justification. It is not considered at present that such a justification could be demonstrated given the significant departure from local and national policies of housing and Green Belt protection.

The further detailed comments of planning consultees are provided in appendix 2.

Please note this letter gives you informal planning advice only about the proposal based on the submitted information. Any application will be determined taking into account the details contained in the application, the policy of the Development Plan, Government planning policy, the outcome of any consultation with statutory consultees, any representations that are received, and any other material consideration.

I hope the above information is of assistance but please don't hesitate to contact me if you require any further clarification.

Yours sincerely,



Grahame French
Principal Planner
01743 258714

Email: planningdmsw@shropshire.gov.uk

Shropshire Council, The Shirehall, Abbey Foregate, Shrewsbury SY2 6ND

APPENDIX 1

APPLICATION VALIDATION REQUIREMENTS

Any planning application should include the following information:

NATIONAL APPLICATION VALIDATION REQUIREMENTS:

- Completed and dated full application form;
- Completed and dated ownership certificate;
- Completed and dated Article 12 (Agricultural Holdings);
- 1:2500 and/or 1:1250 scale location plan with the boundaries of the application site outlined in red and any adjoining land within the same ownership outlined in blue;
- 1:500 scale 'block' plan indicating the layout of the scheme;
- 1:50 Scale floor plans as proposed;
- 1:50 Scale elevations drawings as proposed;
- 1:100 Comprehensive sections through the site to indicate levels;
- A Design & Access Statement;
- Application fee, for further details please follow the link below:
<http://www.planningportal.gov.uk/PpApplications/genpub/en/StandaloneFeeCalculator>

LOCAL APPLICATION VALIDATION REQUIREMENTS FOR THIS SCHEME:

- A comprehensive schedule of materials to be used;
- Heritage Assessment;
- A plan indicating the SUDs applicability zone area that the site is classified under according to Shropshire Councils Surface Water Management: Interim Guidance for Developers; further information available at:
<http://www.shropshire.gov.uk/environmentmaintenance.nsf/open/B86508E244CD0B78802579D1004A829D>
- Completed Appendix C of the Shropshire Councils Surface Water Management: Interim Guidance for Developers; further information available at:
<http://www.shropshire.gov.uk/environmentmaintenance.nsf/open/B86508E244CD0B78802579D1004A829D>
- Details of the proposed surface water drainage system for the site should be provided;
- The proposed method of foul drainage disposal should be identified;
- Ecological Assessment of the site.

I cannot confirm that the above lists are exhaustive; it may be that an issue arises during the planning process that needs addressing. However, given the planning history and the consultations undertaken with the Council's internal sections this list should significantly minimise the risk of any surprises.

APPENDIX 2

CONSULTEE COMMENTS

SC Planning Policy

The starting point for decision making is the adopted local plan, which currently consists of the Core Strategy (2011), Site Allocations and Management of Development Plan (SAMDev Plan) and any adopted formal Neighbourhood Plans. The adopted local plan should be read and applied as a whole.

Albrighton is identified as a Key Centre within the adopted Local Plan (Core Strategy Policies CS1 and CS3, and SAMDev Plan Policy MD1) and as such is considered to be a suitable location for sustainable development within the adopted Local Plan. Settlement policy S1 of the SAMDev Plan provides the strategy for achieving the sustainable development of Albrighton. With regard to residential development, it states *“Albrighton will provide for local needs, delivering around 250 dwellings over the Plan period. Local needs will predominantly be met on two allocated sites, with small-scale windfall development within the development boundary making up the balance.”* It also specifies that *“All development proposals should have regard to the ‘Albrighton Plan’ (the non-statutory Albrighton Neighbourhood Plan Light, adopted by Shropshire Council in 2013).”*

The site subject to this pre-application enquiry is located to the south of Albrighton outside of the development boundary within the countryside and is part of Shropshire’s Green Belt land.

Core Strategy Policy CS5 (Countryside and Green Belt) alongside SAMDev Policy MD6 (Green Belt) expects development to be strictly controlled in the rural area in accordance with the national planning policies protecting the countryside and Green Belt.

Part 13 of the NPPF relates to Protecting Green Belt Land, of particular relevance for the determination of planning applications are paragraphs 147 – 149. The NPPF confirms all new development in the Green Belt is inappropriate development, and thus harmful bar a handful of exceptions which are set out under paragraph 149 of the NPPF as:

(a) buildings for agriculture and forestry;

(b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;

(c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;

(d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;

(e) limited infilling in villages;

(f) limited affordable housing for local community needs under policies set out in the development

plan (including policies for rural exception sites); and

(g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

not have a greater impact on the openness of the Green Belt than the existing development; or

not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Paragraph 149, NPPF

The proposed scheme for the development of the land to the south of Albrighton with 600 residential units, a community centre, secondary school and ancillary uses does not fall within the list of exceptions and thus would be considered to be inappropriate development which, by definition, is harmful to the Green Belt and should not be approved except in very special circumstances.

'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. (paragraph 148, NPPF)

The Five-Year Housing Land Supply and Housing Delivery Test

Shropshire Council annually prepares Five Year Housing Land Supply Statements to summarise the Shropshire five-year land supply and Shropshire housing delivery test position.

The current published Five-Year Housing Land Supply Statement has a base date of 31st March 2022. This assessment concludes that:

- Shropshire currently has 5.64 years supply of deliverable housing land against the housing requirement identified within the adopted Core Strategy (2011) and 7.20 years supply of deliverable housing land against the local housing need, calculated using Governments standard methodology.
- Housing delivery in Shropshire over the last 3 years has exceeded the housing needed for this period as calculated within the national housing delivery test (158% delivery) and as calculated locally against the housing requirement identified within the adopted Core Strategy (2011) (107% delivery).

As such, there is a five-year supply of housing land across Shropshire and the national housing delivery test has been met. Therefore, the relevant adopted plan policies remain up to date.

With regard to settlement guidelines for Albrighton, the published Five Year Housing Land Supply Statement (March 2022) identifies that as at 31st March 2022, for Albrighton 144 dwellings have been completed (since 2006/07) and a further 102 sites are with planning permission and 83 dwellings are allocations without planning permission since the 31st March 2022. Given the number of completions and commitments identified there is considered to be a sufficient supply of housing for Albrighton, with the adopted residential

guideline for Albrighton being achievable within the plan period and as such there is no need to consider alternative sites outside of the development boundary.

Local Plan Review

Shropshire Council is at a relatively advanced stage of a Local Plan Review. The draft Shropshire Local Plan was submitted for examination in September 2021 and Stage 1 Hearing Sessions which focused on legal and strategic issues (including strategic policies) were concluded in January. The Planning Inspectors has subsequently issued their Interim Findings from the Stage 1 Hearing Sessions, which concluded that the Council has complied with the Duty to Cooperate. The Planning Inspectors have identified a few areas of the draft Shropshire Local Plan which they consider will require the Council to undertake further work before progression to Stage 2 hearing sessions which would deal with site allocation and development management policy issues as well as examining settlement strategy.

Paragraph 48 of the NPPF stipulates the factors which effect the amount of weight that can be applied to relevant policies in emerging plans. Reflecting these considerations, it is considered that given the relatively advanced stage of the Local Plan Review, some limited weight can be applied to relevant draft policies in the draft Shropshire Local Plan, as a material consideration in the decision-making process on Planning Applications. However, it is also considered that this limited weight is significantly reduced where there are any relevant unresolved objections. Ultimately, the draft Shropshire Local Plan will only carry full weight upon its adoption.

Local Plan Review Policy Considerations

Albrighton is proposed to remain a key centre, as identified through Draft policy SP2: Strategic Approach. The draft settlement policy S1.1 sets out the level of development for Albrighton during the plan period proposing to deliver around 500 dwellings and around 5 hectares of employment development. The draft settlement policy seeks to deliver the new residential development through the saved SAMDev site allocations and proposed site allocations (ALB017 & ALB021). This would be complimented by appropriate small scale windfall residential development within the Albrighton development boundary shown on the policies map. The site subject to this preapplication remains outside the development boundary within the countryside and part of the Green Belt.

Draft policy SP10: Managing development within the countryside, is reflective of the policy within the current adopted plan, seeking to focus development in rural areas within the identified community hubs and community clusters. New affordable housing provision for evidenced local needs and appropriate rural employment opportunities, subject to the further controls over development that apply to the Green Belt.

Draft policy SP11: Green Belt and safeguarding land, is consistent with national policy on Green Belt, assuming that inappropriate development is harmful to the Green Belt. The draft policy identifies circumstances when development maybe acceptable and not in conflict with National Policy and where appropriate providing additional clarification in the Shropshire context. The level and type of development proposed under this preapp does not fall within any of the types of development which maybe acceptable and would continue to represent inappropriate development, harmful to the Green Belt.

A small proportion of the land (6.98ha) immediately to the south of Cross Road (in between new house lane and Patshull Road) is proposed to be one of the three portions of land around Albrighton to be 'taken out' of the Green Belt and identified as safeguarded land. This land is identified in draft policy S1, Schedule S1.1(ii) and identified on the policies map. Safeguarded land is not allocated for development at the present time, rather it has been specifically identified in order to meet any sustainable development needs for Albrighton which may exist beyond the draft Local Plan period. Within the Green Belt and safeguarded land, draft policy SP10 relating to managing development within the countryside applies.

Conclusions

Paragraph 47 of the National Planning Policy Framework (NPPF) states that '*Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.*' The Core Strategy and SAMDev (alongside any adopted formal Neighbourhood Plans) currently make up the adopted local plan in Shropshire. The draft Shropshire Local Plan does need to be taken into consideration, albeit the proposed allocation of this site has only 'limited weight' as discussed above.

The site subject to this preapplication enquiry is outside the established development boundary for Albrighton and for policy purposes located within the countryside. Furthermore the site lies within the Green Belt. Adopted local plan policies (including Core Strategy policy CS5 and SAMDev policy MD6) and the NPPF set out criteria which limits new development including residential development within the countryside and the Green Belt. The emerging draft local plan proposes to retain Albrighton as a Key centre and the land subject to this enquiry is proposed to remain Green Belt. Draft Local Plan policies SP10 and SP11 reflect adopted plan policies (CS5 and MD6) and the NPPF relating to the Green Belt. A small portion of the land subject to this enquiry is proposed to be safeguarded land, however this is for future development to meet Albrighton which may exist beyond the draft Local Plan period.

The level and type of development proposed is considered to represent inappropriate development, harmful to the Green Belt and contrary to national planning, adopted local plan policies and emerging local plan policy.

SC Archaeology

Background

The proposed development lies within an area known to contain a background of known archaeological sites and find-spots of prehistoric to post-medieval date. The proposed site lies close to several designated heritage assets including two Grade II listed buildings, Lea Hall (NHLE no. 1274036) and the adjacent barn (NHLE no. 12474090), which lie immediately adjacent. Further to the south is the Boningale Conservation Area which contains the Grade II* St Chads Church (NHLE no. 1053675) and a further 10 Grade II listed buildings and structures including three dating to the 16th 17th centuries. The churchyard cross is also designated as a scheduled monument (NHLE no. 1015888). To the north lies the medieval market town of Albrighton, whose historic core is also designated as a Conservation Area containing further listed buildings. Further isolated listed buildings, principally associated with farm complexes, also lie within the wider area. Non-designated built heritage assets also lie close to the proposed development site. The proposed site therefore has some archaeological and historical interest.

RECOMMENDATION: Given the above, and in relation to Paragraphs 194-195 of the NPPF and Policy MD13 of the SAMDev component of the Shropshire Local Plan, it is advised that any application for the proposed development should be accompanied by an archaeological desk-based assessment (ADBA). The assessment should include all heritage assets that may be directly affected by the development and address any issues of setting and visual impact on heritage assets that may arise. The Assessment should conform to Historic England's guidance on Historic Environment Good Practice Advice in Planning Note 3 - The Setting of Heritage Assets (2017) and Statements of Heritage Significance, Historic England Advice Note 12 (2019) and the Chartered Institute for Archaeologists Standard and Guidance for Archaeological Desk-based Assessment (2014, updated 2020).

We would further recommend that an archaeological field evaluation in the form of a geophysical survey, followed by targeted trial trenching should be carried out across the proposed development site, and the results submitted with any planning application. The aim of this field evaluation would be to locate and assess the extent, survival and significance of any archaeological remains within the proposed development site. This in turn would enable an informed planning decision to be made regarding the archaeological implications of the proposed development and any appropriate archaeological action or mitigation. The field evaluation should conform to the Chartered Institute for Archaeologists Standard and Guidance for archaeological field evaluation (2014, updated 2020)

SC Conservation

This pre application enquiry relates to the proposed mixed-use development, comprising circa 600 no. residential units, community centre, land for secondary school and ancillary uses at this site off Patshull Road, Albrighton. The site lies close to a number of designated heritage assets including the Grade II listed Lea Hall and barn and the Boningale Conservation Area which contains the Grade II* St Chads Church along with a number of other designated and non designated heritage assets. The Albrighton and Donington and Albrighton conservation areas lie to the north.

It is therefore considered that any forthcoming application could impact upon the setting of heritage assets and should be informed and accompanied by a Heritage Impact Assessment in line with paragraph 194 of the NPPF and in accordance with Historic England's guidance on Historic Environment Good Practice Advice in Planning Note 3 - The Setting of Heritage Assets (2017) and Statements of Heritage Significance, Historic England Advice Note 12 (2019).

SC Ecology

The planning application submission should include the following:

Biodiversity Net Gain

A planning application on this site should also be accompanied by information demonstrating biodiversity losses and gains, utilising the statutory biodiversity metric and with accompanying documentation in line with BS 8683:2021 Process for designing and implementing Biodiversity Net Gain and good practice guidance, i.e. Biodiversity Net Gain Good Practice Principles for development (CIEEM, 2016). The development must demonstrate at least a 10% net gain in biodiversity.

Ecological Impact Assessment

A planning application on this site must be accompanied by an Ecological Impact Assessment of the land in and surrounding the proposed development and a discussion of any potential impacts resulting from the development. An Ecological Impact Assessment should consist of:

- A habitat survey, preferably utilising the UK Habitats Classification System, a habitat map and an assessment of the suitability of the site to support protected/priority species.
- A desk study of historical species records and local, regional or national wildlife designated sites.
- Supplementary detailed surveys (phase 2 habitat surveys, protected or priority species or geological features as appropriate to the site).
- Evaluation of the importance of biodiversity or geological features present at a local, regional, national, international level.
- Analysis of the direct and indirect impacts of the development (during construction, working area, additional infrastructure and post construction).
- Proposed avoidance, mitigation or compensation measures, including method statements where appropriate.
- Legal implications such as the need for European Protected Species Mitigation Licences or other licences (e.g. badgers).
- Proposed biodiversity or geodiversity enhancement measures in order to ensure a net gain for biodiversity as a result of the development.

The Ecological Impact Assessment should be carried out by a suitably qualified and experienced ecologist with the relevant protected species licenses. The Ecological Impact Assessment should be submitted to the Local Planning Authority prior to a planning decision being made.

Great crested newts

Any ponds within 500m of a major planning application (over 10 houses, or more than 0.5 hectare, or for non-residential development more than 1000m² floor area or more than 1 hectare) should be assessed in terms of their broad suitability to support great crested newts by carrying out a Habitat Suitability Index (HSI) assessment. If any pond is calculated as being suitable then it may be necessary to carry out a presence/absence survey for great crested newts which is made up of 4 survey visits between mid-March and mid-June with at least 2 visits between mid-April and mid-May. Three survey methods (preferably torch survey, bottle trapping and egg searching) should be used on each survey visit. If great crested newts are discovered then it may be necessary to carry out a population size class estimate which involves an additional 2 visits in the specified time period.

A recent alternative means of determining presence/absence is to take a water sample for eDNA testing between mid-April and mid-June. If great crested newt presence is confirmed then a population estimate by conventional survey (6 visits in the correct time period) will still be required.

The ecologist should make recommendations as to whether a European Protected Species Licence with respect to great crested newts would be necessary and the need for a mitigation scheme and/or precautionary method statement. In some instances, if impacts are sufficiently low, use of a Low Impact Class Licence may be possible. This is implemented through a consultant ecologist who is registered with Natural England.

The great crested newt survey should be carried out by an experienced, licensed ecologist in line with the Great Crested Newt Mitigation Guidelines by Natural England (2001) and should be submitted with any necessary mitigation scheme and method statement to the Local Planning Authority in support of the planning application.

The applicant may wish to join Shropshire's District Level Licensing scheme. For information of joining the scheme, please see <https://www.gov.uk/government/publications/great-crested-newts-district-level-licensing-schemes/developers-how-to-join-the-district-level-licensing-scheme-for-gcns>.

Bats

This application site meets the trigger point for requiring a bat survey since it involves This application site meets the trigger point for requiring a bat survey since it may involve development close to, or felling or lopping of, mature trees, removal of hedgerows and demolition of buildings The bat survey should be carried out as follows:

A Preliminary Roost Assessment including a thorough internal and external inspection of the buildings and an assessment of the potential for bat roosts to be present. Recommendations should be made regarding the need for additional surveys and/or precautionary methods of working. During the Preliminary Roost Assessment the ecologist should also record any evidence of nesting wild birds.

Trees should be assessed in line with the Bat Conservation Trust's Good Practice Guidelines (3rd edition, 2016) by a licensed bat ecologist and, if deemed necessary, activity surveys should be undertaken. Transect surveys should be carried out in line with the Good Practice Guidelines, particularly focussing effort on any hedgerows to be lost.

A Presence/Absence Survey should be carried out in all cases where the Preliminary Roost Assessment finds evidence of bats, potential for bats or where a complete and thorough inspection cannot be carried out. The presence/absence survey will involve dusk emergence and/or pre-dawn re-entry surveys to aid identification of the species of bats present and estimation of the numbers of individuals. The presence/absence survey should follow the guidance on survey effort and frequency in the Good Practice Guidelines and will usually comprise 2/3 emergence and/or pre-dawn re-entry surveys* between May and September (optimum period May to August). The Presence/Absence Survey will allow the surveyor to consider the need for mitigation, enhancements and compensation, to assess the likelihood of an offence being committed and to make a decision as to the need for a European Protected Species Mitigation Licence from Natural England.

*Note – 2 surveys carried out within the same 24 hour period constitute 1 survey.

A Roost Characterisation Survey should be carried out in cases where an offence is considered likely to occur, where mitigation is required and where a European Protected Species Mitigation Licence from Natural England will be required. The Roost Characterisation Survey is intended to establish number of bats in the colony, access points used, temperature and humidity regime in the roost, aspect and orientation of the roost, size and perching points, lighting and a surrounding habitat assessment.

For any planning application triggering the need for a bat survey, the following documents should be submitted to allow determination of the application:

1. A Preliminary Roost Assessment and any further surveys recommended by the licensed ecologist (e.g. Presence/Absence Survey and Roost Characterisation Survey).
2. A site plan showing any mitigation and enhancements being offered for bats (e.g. bat box locations, bat loft locations with measurements and internal details)
3. A lighting plan showing location and specification for any proposed lights on the site. The lighting plan should reflect the Bat Conservation Trust Bats and Lighting in the U.K. guidance.

All bat surveys should be carried out by an experienced, licensed ecologist and in accordance with the Good Practice Guidelines. Mitigation should be designed in line with the Natural England Bat Mitigation Guidelines.

Any deviation from the methods, level or timing of surveys set out in the Good Practice Guidelines should be accompanied by a reasoned evidence statement from the licensed ecologist carrying out the survey clarifying how the sub-optimal survey is ecologically valid.

Badgers

This site and its surroundings look suitable to support badgers. An inspection of all suitable habitat to a distance of at least 30m from the site boundaries should be carried out. Where badgers are confirmed to be present, a mitigation strategy and precautionary method statement should be provided in support of the planning application.

Finding an ecological consultant

A list of ecological consultants who work in Shropshire is available on request. This list is by no means exhaustive and contains information on other ways of finding a consultant. Shropshire Council cannot recommend any consultant or guarantee their work. You should always check that the ecologist you select has the relevant protected species survey licences issued by Natural England. Without a valid survey licence, the report provided by an ecologist may not be considered adequate by the Local Planning Authority. It is always wise to seek several quotes since prices can vary. I am happy to be contacted by the appointed ecologist to discuss the application prior to survey work being carried out if that is helpful.

It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision (Government Circular 06/2005).

For more information about ecological survey requirements, please refer to Shropshire Council's Guidance Note 1: When is an Ecological Assessment required? <https://shropshire.gov.uk/media/1871/guidance-note-1-when-is-an-ecological-assessment-requiredapril-2014.pdf>

Please note: This pre-application advice does not constitute a formal decision of Shropshire Council in respect of any future planning application(s). No guarantee of a particular decision or even recommendation can be given as any application will contain additional information and will have to undergo a process of consultation which may raise new issues. Please contact me, or one of the other Ecology team members, if you have any queries on the above.

Sophie Milburn, Planning Ecologist, sophie.milburn@shropshire.gov.uk Tel.: 01743 254765

SC Drainage

The proposed development site is not fluvial flood zones but is shown to be at risk of pluvial and groundwater flooding. The ground may be suitable for soakaway, although percolation tests in accordance with BRE 365 must be carried out.

In order to develop the surface and foul water designs to satisfy the LLFAs requirements, reference should be made to Shropshire Councils SuDS Handbook which can be found on the website at <https://shropshire.gov.uk/drainage-and-flooding/development-responsibility-and-maintenance/sustainable-drainage-systems-handbook/>

The Appendix A1 - Surface Water Drainage Proforma for Major Developments must also be completed and submitted with the application.

The following SUDS subject areas should be addresses for the planning application:

1. Flood Risk Assessment:

Development proposals are greater than 1 hectare therefore a Flood Risk Assessment (FRA) must be carried out where the applicant should complete the FRA using Shropshire Councils Strategic Flood Risk Assessment (SFRA)

documents for guidance. The SFRAs are available on the Shropshire Council website. The criteria for a FRA are set out in National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework. Reference should also be made to the Environment Agency West Area (Midlands) Flood Risk Assessment Guidance notes.

A FRA should include, as a minimum:

- Assessment of the Fluvial flooding (from watercourses)

- Surface water flooding (from overland flows originating from both inside and outside the development site)

- Groundwater flooding

- Flooding from artificial drainage systems (from a public sewerage system, for example)

- Flooding due to infrastructure failure (from a blocked culvert, for example)

- Carry out an Exception Test to demonstrate that the development is set out to ensure flood risk to people and property will be minimised.

2. Risk of Surface Water Flooding:

On the Pluvial Flood Map, parts of the site are at risk of surface water flooding. The applicant should provide details on how the surface water runoff will be managed and to ensure that the finished floor level is set above any known flood level and must not be lower than the floor level of the existing building.

3. Soakaways:

The use of soakaways should be investigated in the first instance for surface water disposal. Percolation tests and the sizing of the soakaways should be designed in accordance with BRE Digest 365 to cater for a 1% AEP storm event plus an allowance of 40% for climate change. Flood water should not be affecting other buildings or infrastructure. Full details, calculations and location of the percolation tests and the proposed soakaways should be submitted for approval. If soakaways are not feasible, drainage calculations to limit the discharge rate from the site equivalent to a greenfield

runoff rate should be submitted for approval. The attenuation drainage system should be designed so that storm events of up to 1% AEP storm event + 40% for climate change will not cause flooding of any property either within the proposed development or any other in the vicinity.

4. A number of watercourses are present within the development site. A 3m wide easement from the top of each watercourse bank, is required for maintenance purposes. The capacity of downstream culverts must be assessed and surface water flows within existing catchments must be retained. Confirmation of the proposed maintenance regime for the watercourses including details of who will take riparian responsibility must be submitted as part of the planning application.

5. Urban Creep:

The appropriate allowance for urban creep must be included in the design of the drainage system over the lifetime of the proposed development. The allowances set out below must be applied to the impermeable area within the property curtilage:

Residential Dwellings per hectare Change allowance % of impermeable area

Less than 25 ==10

30 ==8

35 ==6

45 ==4

More than 50==2

Flats & apartments ==0

6. Exceedance Flow:

Where gullies will be the only means of removing surface water from the highway, footpaths and paved areas falling towards the carriageway, spacing calculations will be based on a storm intensity of 50mm/hr with flow width of 0.75m, and be in accordance with DMRB CD526 Spacing of Road Gullies. Gully spacing calculations must also be checked in vulnerable areas of the development for 1% AEP plus climate change 15 minute storm events. Storm water flows must be managed or attenuated on site, ensuring that terminal gullies remain 95% efficient with an increased flow width. The provision of a finished road level contoured plan showing the proposed management of any exceedance flows should be provided.

Vulnerable areas of the development are classed by Shropshire Council as areas where exceedance flows are likely to result in the flooding of property or contribute to flooding outside of the development site. For example, vulnerable areas may occur where a sag curve in the carriageway vertical alignment coincides with lower property threshold levels or where ground within the development slopes beyond the development boundary. Shropshire Councils Local Standard D of the SUDS Handbook requires that exceedance flows for events up to and including the 1% AEP plus CC should not result in the surface water flooding of more vulnerable areas (as defined above) within the development site or contribute to surface water flooding of any area outside of the development site. Exceedance flow path should be provided.

7. Driveways

If non permeable surfacing is used on the driveways and parking areas and the driveways slope towards the highway, the applicant should submit for approval a drainage system to intercept water prior to flowing on to the public highway.

8. Foul Drainage:

Due to the size of the development, a main connection is anticipated. Details of the S104 adoption / S106 connection agreement with the local water authority should be submitted for approval.

SC Trees

The area encompassed by the site includes at its northern end two trees subject to a TPO – both oak trees located on the opposite side of Newhouse Lane to Albrighton Primary School. Elsewhere, there are a number of established trees and hedgerows within and on the edges of the site. These should be maintained where practicable and can be utilised to provide new green infrastructure for recreation and habitat. Trees are a material consideration in the planning process and sufficient information must be provided in support of an application to enable the local authority to assess the impacts of a proposed development upon trees and hedges within and adjacent the site and, conversely, the effect any such retained trees and hedges might have upon the development.

In order to properly assess the existing tree cover and the constraints and opportunities that the trees pose, it will be necessary for a competent arborist to undertake a tree survey in accordance with British Standard 5837: 2012 'Trees in Relation to Design, Demolition and Construction'. The survey should include trees and hedgerows within and adjacent the site and accurately describe and plot them and assess their suitability for retention in light of the proposed development. Consideration should be made of their height and branch spread (both current and ultimate, so as to take account of future growth), foliage type and density (with respect to shade and potential overbearing presence for future occupants) and likely root system pattern and spread (Root Protection Areas that may be a constraint to development).

Tree related constraints and opportunities should be used to inform site layout and design. Once that has been decided, the arboricultural implications of the proposed development should be assessed through an Arboricultural Impact Assessment, taking account of those trees and hedges to be retained, those to be removed, and any to be planted as part of a landscaping scheme.

A Tree Protection Plan (TPP) and Arboricultural Method Statement (AMS) will also be required in support of a future planning application at this site. The TPP is to be based upon a scaled layout plan and show the canopy spread and root protection area of trees and hedges to be retained and also identify those to be removed. It should also specify any facilitation pruning works to be carried out and show the location of and specification for, the physical measures to be taken to protect retained trees and hedges and their roots during implementation of any approved development. Ideally all new construction (including installation of utilities and drainage infrastructure) will be located outside the root protection area (RPA) of nearby trees. Special design and construction methods may be required, subject to the advice of a competent arborist, where development is proposed within the RPA. The AMS should describe how any structures to be built or works to be carried out within the RPA of any retained tree or hedge will be designed and constructed so as to avoid causing them damage or harm.

A quality tree and hedge planting scheme, prepared in accordance with BS8545: 2014 'Trees: from nursery to independence in the landscape' will also be required to enhance the development in its own right, or, for example, as proposed mitigation or compensation towards any justified tree or hedge loss caused by the development. A long term sustainable habitat management plan and a viable funding mechanism for maintenance of areas of communal open space should also be provided, including the newly planted and any retained trees and hedges on the site.

With regard to local planning policy, any important trees on and adjacent the site may be considered as natural assets for the purposes of SAMDev Policy MD12 the Natural Environment. This policy encourages development that appropriately conserves, enhances, connects, restores or recreates natural assets. Development that will have a significant adverse effect upon a natural asset will only be permitted if it can be clearly demonstrated that there is a): no satisfactory alternative means of avoiding such impacts through re-design or relocation on an alternative site; and b): the social or economic benefits of the proposal outweigh the harm to the asset.

In all cases, a hierarchy of avoidance then mitigation then compensation measures will be sought. Any future application should demonstrate that on-site mitigation or compensation measures are not feasible, before off-site measures will be considered (such as tree planting, for example, towards compensation for unavoidable tree loss). Applicants may, where appropriate, make a contribution via a section 106 agreement to funds to support the conservation and enhancement of natural assets, including the planting of trees, woodland and hedgerows. This approach is supported by SAMDev Policy MD2 (Sustainable Design) which states at paragraph 3.8 that to respond effectively to local character and distinctiveness, development should not have a detrimental impact on existing amenity value but respond appropriately to the context in which it is set. As such, new development should respect the existing pattern of development, both visually and in relation to the function of spaces, retain and enhance important views and landmarks and respond appropriately to local environmental and historic assets, in accordance with MD12 and MD13.

Section 3.12 of MD2 goes on to state that ...Sufficient space should also be provided to safeguard existing vegetation where possible. Where the layout, density or design of development results in the loss of existing vegetation, suitable mitigation measures should be put in place on site, in the first instance, or through off site compensation measures where this is not possible, in accordance with the principles in Policy MD12 Natural Environment.

In addition to the above SAMDev Policies, Shropshire Council Core Policies CS6 (Sustainable Development) and CS17 (Environmental Networks) are also directly relevant. It should be noted that current government planning guidance, the NPPF 2021 and the governments' 25 Year Environment Plan all espouse the principle of development providing a demonstrable net gain for biodiversity. The Tree Team advises that this be taken into account in the design and layout of the development and associated measures to enhance the site's landscape and wildlife value.

SC Highways

It is understood the pre-application is for the proposed erection of mixed-Use development, comprising circa 600, residential units, community centre, land for secondary school and ancillary uses at the proposed residential development, Patshull Road, Albrighton, Shropshire. A Pre-Application Highways Technical Note has been submitted by DLP planning Ltd. The report outlines provision of residential units, a 60-unit care facility, a secondary school and a neighbourhood centre likely including a drive-to supermarket. All proposals will require further detailing to provide highways and transportation acceptance. There are four roads that are of particular importance for outlining the existing context of the site.

- A464 Holyhead Road (to the south of the site)
- Cross Road (to the west and north of the site)
- Patshull Road (extending through the centre of the site)
- Newhouse Lane (extending through the site at its eastern edge)

Regarding the analysis of the Feasibility study, pre application drawing number Drawing Number SH5034-2PD-001 and SK03-A. Shropshire Council (SC) highways authority are not supportive of the proposals. The surrounding highway network is rural, the site is remote and reliant on private transportation. The submitted application is limited in terms of assessing the adequacy of the approach roads leading to the site, in particular Patshull and Cross Lanes, which is typically of single width and has a poor level of forward visibility available at their junctions with the Holyhead Road to the south.

The principle of the development is Not Acceptable from a highways and transport perspective, therefore based on the information submitted it is considered that Shropshire Council as Highway Authority are unable to support this application and offer the following reasons.

It is considered that the approach roads leading to the site are unsuitable in terms of width and alignment to cater for the likely traffic and type of vehicles generated by the proposed use. Consequently, it is considered that the increased movement of the associated vehicles to and from the sites would be likely to result in conditions detrimental to highway safety. The lack of feasible options for the proposals including highway linking, highway access, junction re alignment proposals and the details of access and layout not being consummate with the Shropshire Manual for Adoptable Roads and Transport (SMART) 2021.

SC Waste Management

It is vital new homes have adequate storage space to contain wastes for a fortnightly collection (including separate storage space for compostable and source segregated recyclable material). An option for residents to have wheelie bins for recycling has been added to the service in 2022, therefore space for three wheelie bins per property could be required.

Also crucial is that they have regard for the large vehicles utilised for collecting waste and that the highway specification is suitable to facilitate the safe and efficient collection of waste. Any access roads, bridges or ramps need to be capable of supporting our larger vehicles which have a gross weight (i.e. vehicle plus load) of 32 tonnes and minimum single axle loading of 11 tonnes.

I would recommend that the developer look at the guidance that waste management have produced, which gives examples of best practice. This can be viewed here:

<https://www.shropshire.gov.uk/media/25994/shropshire-refuse-and-recycling-planning-guidance2022.pdf>

I would prefer to see a vehicle tracking of the vehicle manoeuvring the road to ensure that that the vehicle can access and turn on the estate. Details of the vehicle size and turning circles are in the document linked above.

Particular concern is given to any plots which are on private drives that the vehicles would not access. Bin collection points would need to be identified and residents advised when they move in/purchase. Residents would also need to be made aware that they would be collection points only and not storage points where bins are left permanently.

SC Leisure Services

Having read through the attached information i can see there is the mention of providing new outdoor sports facilities and new recreation facilities. The provision of new facilities should be cross referenced against our Playing Pitch and Outdoor Sports Strategy (PPOSS). This strategy looks at the supply and demand for, Football, Cricket, Rugby, Hockey, Netball, Tennis and Bowls. A development of this size is going to put pressures on the existing clubs and facilities in the local area. If new facilities aren't built then a financial contribution should be made via CIL or S106. Any new facilities should be constructed by a specialist sports contractor.

If you submit a full planning application further consultation will be needed with Shropshire Council Leisure Services, Sport England and the respective National Governing Bodies of Sport. Key recommendations for Albrighton as per the PPOSS Assist Albrighton FC in alleviating overplay at Loak Road Assist clubs in securing tenure where required for example Albrighton FC and Albrighton Primary School.

Assist in Albrighton FC / Albrighton BC ambitions to improve ancillary provision.

Explore the feasibility of creating dedicated community access for community clubs at RAF Cosford School of Physical Training.

More detailed information can be found in the PPOSS:

<https://www.shropshire.gov.uk/shropshire-leisure-time/project-development/playing-pitch-and-outdoor-sports-strategy-ppos>

SC Affordable Homes

No additional comments to make to those provided by planning policy.

APPENDIX 3 – RELEVANT POLICIES

RELEVANT CORE STRATEGY POLICIES:

CS3 The Market Towns and other key centres

The market towns and other key centres will maintain and enhance their roles in providing facilities and services to their rural hinterlands, and providing foci for economic development and regeneration. Balanced housing and employment development, of an appropriate scale and design that respects each town's distinctive character and is supported by improvements in infrastructure, will take place within the towns' development boundaries and on sites allocated for development.

North West Shropshire Oswestry will provide a focus for major development. To accommodate growth, land allocations will include a comprehensively planned, integrated and sustainable urban extension to the south east of Oswestry, on land between Shrewsbury Road, Middleton Road and the A5/A483 Oswestry bypass, as illustrated on the Key Diagram. This strategic location will accommodate a mix of new housing (750+ dwellings), employment land (4-6 hectare Business Park), a local centre, a network of open space and green infrastructure, and a new link Road between Shrewsbury Road and Middleton Road, together with sustainable transport improvements. Ellesmere will have development to support local business development, recognising its high quality landscape particularly the environmental and historic assets of the meres and the canal.

North East Shropshire Market Drayton will have substantial development that balances business development with housing development and enhances the town's infrastructure and facilities and its role as a centre for food production. Whitchurch will have substantial development, recognising its accessible location on the highway and rail network, maintaining and enhancing its vibrant town centre and balancing business and housing development. Wem will have development to strengthen its economic role and support and enhance its important community assets and to maintain its role as a sustainable place.

Central Shropshire Minsterley and Pontesbury as a combined key centre will accommodate development to enhance their linked roles providing employment and services in the local area, whilst retaining their distinctive and separate identities.

Southern Shropshire Ludlow will provide a focus for development, whilst respecting its historic character. Craven Arms will have development as a local growth point in the A49 corridor, growing its role in providing services and employment opportunities for the local area. Church Stretton, Bishops Castle and Cleobury Mortimer will have development that balances environmental constraints with meeting local needs.

Eastern Shropshire Bridgnorth will provide a focus for development within the constraints of its location on the edge of the Green Belt and on the River Severn. Shifnal and Albrighton will have development to meet local needs, respecting their location in the Green Belt. No changes will be made to Green Belt boundaries. Some of the development to meet the needs of returning military personnel will be accommodated in Shifnal and Albrighton, if required.

Broseley and Highley will have development that balances environmental constraints with meeting local needs. Much Wenlock will have limited development that reflects its important service and employment centre role whilst retaining its historic character.

Cross-boundary proposals Shropshire will work with adjoining local authorities where settlements adjoining Shropshire require cross-boundary opportunities to meet their needs for sustainable development, including, but not limited to, sites around Burford in relation to the growth of Tenbury Wells, sites in Shropshire in relation to growth in adjoining Knighton and the Ironbridge power station site in relation to proposals for Ironbridge and Telford.

CS5 Countryside and Green Belt

In the open countryside, new development will be strictly controlled in accordance with national planning policies protecting the countryside and Green Belt from inappropriate development. Subject to the further controls over development that apply to the Green Belt, development proposals on appropriate sites which maintain and enhance countryside vitality and character will be permitted where they improve the sustainability of rural communities by bringing local economic and community benefits, particularly where they relate to:

- Small-scale new economic development diversifying the rural economy, including farm diversification schemes;
- dwellings to house agricultural, forestry or other essential countryside workers and other affordable housing or accommodation to meet a local need in accordance with national planning policies and Policies CS11 and CS12;

With regard to the above two types of development, applicants will be required to demonstrate the need and benefit for the development proposed. Development will be expected to take place primarily in recognisable named settlements or be linked to other existing development and business activity.

agricultural/horticultural/forestry/mineral related development, although proposals for large scale new development will be required to demonstrate that there are no unacceptable adverse environmental impacts; the retention and appropriate expansion of an existing established business, unless relocation to a suitable site within a settlement would be more appropriate;

the conversion or replacement of suitably located buildings for small scale economic development / employment generating use;

sustainable rural tourism and countryside recreation proposals in accordance with Policies CS16 and CS17;

required community uses and infrastructure which cannot be accommodated within settlements;

conversion of rural buildings which take account of and make a positive contribution to the character of the buildings and the countryside.

Proposals for conversions will be considered with regard to the principles of PPS7, giving equal priority to the following uses:

- small scale economic development/employment generating use, including live-work proposals and tourism uses;
- affordable housing to meet local need (including agricultural workers dwellings);
- other uses appropriate to a countryside location.

Open market residential conversions will only be considered where high standards of sustainability are achieved and, except where the buildings are listed, a financial contribution for the provision of affordable housing to be delivered off site is provided in accordance with Policy CS11. In all cases, development proposals should be consistent with the requirements of Policies CS6 and CS17.

CS6: Sustainable Design and Development Principles

To create sustainable places, development will be designed to a high quality using sustainable design principles, to achieve an inclusive and accessible environment which respects and enhances local distinctiveness and which mitigates and adapts to climate change. This will be achieved by: Requiring all development proposals, including changes to existing buildings, to achieve criteria set out in the sustainability checklist. This will ensure that sustainable design and construction principles are incorporated within new development, and that resource and energy efficiency and renewable energy generation are adequately addressed and improved where possible. The checklist will be developed as part of a Sustainable Design SPD; Requiring proposals likely to generate significant levels of traffic to be located in accessible locations where opportunities for walking, cycling and use of public transport can be maximised and the need for car based travel to be reduced; And ensuring that all development: Is designed to be adaptable, safe and accessible to all, to respond to the challenge of climate change and, in relation to housing, adapt to changing lifestyle needs over the lifetime of the development in accordance with the objectives of Policy CS11 Protects, restores, conserves and enhances the natural, built and historic environment and is appropriate in scale, density, pattern and design taking into account the local context and character, and those features which contribute to local character, having regard to national and local design guidance, landscape character assessments and ecological strategies where appropriate; Contributes to the health and wellbeing of communities, including safeguarding residential and local amenity and the achievement of local standards for the provision and quality of open space, sport and recreational facilities. Is designed to a high quality, consistent with national good practice standards, including appropriate landscaping and car parking provision and taking account of site characteristics such as land stability and ground contamination; Makes the most effective use of land and safeguards natural resources including high quality agricultural land, geology, minerals, air, soil and water; Ensures that there is capacity and availability of infrastructure to serve any new development in accordance with the objectives of Policy CS8. Proposals resulting in the loss of existing facilities, services or amenities will be resisted unless provision is made for equivalent or improved provision, or it can be clearly demonstrated that the existing facility, service or amenity is not viable over the long term.

CS8: Facilities, services and infrastructure provision

The development of sustainable places in Shropshire with safe and healthy communities where residents enjoy a high quality of life will be assisted by: Protecting and enhancing existing facilities, services and amenities that contribute to the quality of life of residents and visitors; Preserving and improving access to facilities and services wherever possible, including access to information and communication technologies (ICT), throughout Shropshire; Facilitating the timely provision of additional facilities, services and infrastructure to meet identified needs, whether arising from new developments or existing community need, in locations that are appropriate and accessible; Positively encouraging infrastructure, where this has no significant impact on recognised environmental assets, that mitigates and adapts to

climate change, including decentralised, low carbon and renewable energy generation, and working closely with network providers to ensure provision of necessary energy distribution networks.

CS11: Type and affordability of housing

To meet the diverse housing needs of Shropshire residents now and in the future and to create mixed, balanced and inclusive communities, an integrated and balanced approach will be taken with regard to existing and new housing, including type, size, tenure and affordability. This will be achieved by: Seeking housing developments which help to balance the size, type and tenure of the local housing stock. Seeking to achieve an overall target of 33% local needs affordable housing from all sources for the first five years of the plan period, comprised of 20% social-rented and 13% intermediate affordable housing. Subsequent targets will be set through the Housing Strategy for Shropshire. Individual schemes will encompass a mix of tenures including social-rented and intermediate housing, determined by the Council using the most recent information on housing needs at the local level. Ensuring that all housing developments are designed to be capable of adaptation to accommodate lifestyle changes, including the needs of the elderly and people with disabilities, and to achieve the Lifetime Homes standard. Supporting the provision of housing for vulnerable people and specialist housing provision, including nursing homes, residential and extra care facilities, in appropriate locations and where there is an identified need. Ensuring that all new open market housing development makes appropriate contributions to the provision of local needs affordable housing having regard to the current prevailing target rate, set using the Shropshire Viability Index. For all sites of 5 dwellings and above, the provision of affordable housing will be expected to be on site. Requiring residential conversion schemes in the countryside, where permitted under Policy CS5, except listed buildings, to contribute to the provision of local needs affordable housing. This will be on the basis of an additional 15% above the contribution set for new open market housing, of the cost of construction of equivalent affordable dwelling floorspace. Permitting exception schemes for local needs affordable housing on suitable sites in and adjoining Shrewsbury, Market Towns and Other Key Centres, Community Hubs, Community Clusters and recognisable named settlements, subject to suitable scale, design, tenure and prioritisation for local people and arrangements to ensure.

CS13: Economic Development, Enterprise and Employment

Shropshire Council, working with its partners, will plan positively to develop and diversify the Shropshire economy, supporting enterprise, and seeking to deliver sustainable economic growth and prosperous communities. In doing so, particular emphasis will be placed on: Promoting Shropshire as a business investment location and a place for a range of business types to start up, invest and grow, recognising the economic benefits of Shropshire's environment and quality of life as unique selling points which need to be valued, conserved and enhanced Raising the profile of Shrewsbury, developing its role as the county town, growth point and the main business, service and visitor centre for the Shropshire sub-region, in accordance with Policy CS2 Supporting the revitalisation of Shropshire's market towns, developing their role as key service centres, providing employment and a range of facilities and services accessible to their rural hinterlands, in accordance with Policy CS3 Supporting the development and growth of Shropshire's key business sectors and clusters, in particular: environmental technologies; creative and cultural industries; tourism; and the land based sector, particularly food and drink production and processing Planning and managing a responsive and flexible supply of employment land and premises comprising a range and choice of sites in appropriate locations to meet the needs of business, with investment in infrastructure to aid their development or to help revitalise them Supporting initiatives and development related to the provision of higher/further education facilities which offer improved education and training opportunities to help raise skills levels of residents and meet the needs of employers Supporting the development of sustainable transport and ICT/broadband infrastructure, to improve accessibility/connectivity to employment, education and training opportunities, key facilities and services Encouraging home based enterprise, the development of business hubs, live-work schemes and appropriate use of residential properties for home working. In rural areas, recognising the continued importance of farming for food production and supporting rural enterprise and diversification of the economy, in particular areas of economic activity associated with agricultural and farm diversification, forestry, green tourism and leisure, food and drink processing, and promotion of local food and supply chains. Development proposals must accord with Policy CS5.

CS17: Environmental Networks

Development will identify, protect, enhance, expand and connect Shropshire's environmental assets, to create a multifunctional network of natural and historic resources. This will be achieved by ensuring that all development: Protects and enhances the diversity, high quality and local character of Shropshire's natural, built and historic environment, and does not adversely affect the visual, ecological, heritage or recreational values and functions of these assets, their immediate surroundings or their connecting corridors. Further guidance will be provided in SPDs concerning the natural and built environment; Contributes to local distinctiveness, having regard to the quality of

Shropshire's environment, including landscape, biodiversity and heritage assets, such as the Shropshire Hills AONB, the Meres and Mosses and the World Heritage Sites at Pontcysyllte Aqueduct and Canal and Ironbridge Gorge Does not have a significant adverse impact on Shropshire's environmental assets and does not create barriers or sever links between dependant sites; Secures financial contributions, in accordance with Policy CS8, towards the creation of new, and improvement to existing, environmental sites and corridors, the removal of barriers between sites, and provision for long term management and maintenance. Sites and corridors are identified in the LDF evidence base and will be regularly monitored and updated.

CS18: Sustainable Water Management

Developments will integrate measures for sustainable water management to reduce flood risk, avoid an adverse impact on water quality and quantity within Shropshire, including groundwater resources, and provide opportunities to enhance biodiversity, health and recreation, by ensuring that: planning applications and allocations in the Site Allocations and Management of Development DPD, are in accordance with the tests contained in PPS25, and have regard to the SFRAs for Shropshire; new development is designed to be safe, taking into account the lifetime of the development, and the need to adapt to climate change. Proposals should have regard to the design guidance provided in the SFRAs for Shropshire; all development within local surface water drainage areas, as identified by the Water Cycle Study, and any major development proposals, demonstrate that surface water will be managed in a sustainable and coordinated way. Proposals should be supported by either a Surface Water Management Statement or Plan, depending on the scale of the development; all developments, including changes to existing buildings, include appropriate sustainable drainage systems (SUDS) to manage surface water. All developments should aim to achieve a reduction in the existing runoff rate, but must not result in an increase in runoff; new development improves drainage by opening up existing culverts where appropriate; proposals within areas of infrastructure capacity constraint, as identified by the Water Cycle Study and the Implementation Plan, and any major development, demonstrates that there is adequate waste water infrastructure in place to serve the development; new development enhances and protects water quality, including Shropshire's groundwater resources; new development, including changes to existing buildings, incorporate water efficiency measures, in accordance with the sustainability checklist in Policy CS6, to protect water resources and reduce pressure on wastewater treatment infrastructure; Further guidance on designing safe developments, surface water management and water efficiency will be provided in a Water Management SPD.

RELEVANT SAMDEV POLICIES:

MD2 – Sustainable Design

Further to Policy CS6, for a development proposal to be considered acceptable it is required to:

1. *Respond positively to local design aspirations* wherever possible, both in terms of visual appearance and how a place functions, as set out in Community Led Plans, Town or Village Design Statements, Neighbourhood Plans and Place Plans.
2. Contribute to and respect locally distinctive or valued character and existing amenity value by:
 - i. Responding appropriately to the form and layout of existing development and the way it functions, including mixture of uses, streetscape, building heights and lines, scale, density, plot sizes and local patterns of movement; and
 - ii. Reflecting locally characteristic architectural design and details, such as building materials, form, colour and texture of detailing, taking account of their scale and proportion; and
 - iii. *Protecting, conserving and enhancing the historic context and character of heritage assets, their significance and setting, in accordance with MD13; and*
 - iv. Enhancing, incorporating or recreating natural assets in accordance with MD12.
3. Embrace opportunities for contemporary design solutions, which take reference from and reinforce distinctive local characteristics to create a positive sense of place, but avoid reproducing these characteristics in an incoherent and detrimental style;
4. Incorporate Sustainable Drainage techniques, in accordance with Policy CS18, as an integral part of design and apply the requirements of the SuDS handbook as set out in the *Local Flood Risk Management Strategy*.

5. Consider design of landscaping and open space holistically as part of the whole development to provide safe, useable and well-connected outdoor spaces which respond to and reinforce the character and context within which it is set, in accordance with Policy CS17 and MD12 and MD13, including;
 - i. Natural and semi-natural features, such as, trees, hedges, woodlands, ponds, wetlands, and watercourses, as well as existing landscape character, geological and heritage assets and;
 - ii. providing adequate open space of at least 30sqm per person that meets local needs in terms of function and quality and contributes to wider policy objectives such as surface water drainage and the provision and enhancement of semi natural landscape features. For developments of 20 dwellings or more, this should comprise an area of functional recreational space for play *recreation, formal or informal uses and recreation uses including semi-natural open space. Where an adverse effect on the integrity of an internationally designated wildlife site due to recreational impacts has been identified, particular consideration will be given to the need for semi-natural open space, using 30sqm per person as a starting point;*
 - iii. ensuring that ongoing needs for access to manage open space have been provided and arrangements are in place for it to be adequately maintained in perpetuity.
6. Ensure development demonstrates there is sufficient existing infrastructure capacity, in accordance with MD8, and should wherever possible actively seek opportunities to help alleviate infrastructure constraints, as identified with the Place Plans, through appropriate design;
7. Demonstrate how good standards of sustainable design and construction have been employed as required by Core Strategy Policy CS6 and the Sustainable Design SPD.

MD3 – Delivery of Housing Development

In addition to supporting the development of the allocated housing sites set out in Settlement Policies S1-S18, planning permission will also be granted for other sustainable housing development having regard to the policies of the Local Plan, particularly Policies CS2, CS3, CS4, CS5, MD1 and MD7a.

1. Residential proposals should:
 - i. meets the design requirements of relevant Local Plan policies; and
 - ii. on sites of five or more dwellings, includes a mix and type of housing that has regard to local evidence and community consultation.
- Settlement housing guideline:
2. The settlement housing guideline is a significant policy consideration. Where development would result in the number of completions plus outstanding permissions *providing more dwellings than* the guideline, decisions will have regard to:
 - i. *The increase in number of dwellings relative to the guideline;* and
 - ii. The likelihood of delivery of the outstanding permissions; and
 - iii. Evidence of community support; and
 - iv. The benefits arising from the development; and
 - v. The presumption in favour of sustainable development.
 4. Where a settlement housing guideline appears unlikely to be met by the end of the plan period, additional sites beyond the development boundary that accord with the settlement policy may be acceptable subject to the criteria in paragraph 3 above.

MD7a – Managing Housing Development in the Countryside

1. Further to Core Strategy Policy CS5 and CS11, new market housing will be strictly controlled outside of Shrewsbury, the Market Towns, Key Centres and Community Hubs and Community Clusters. Suitably designed and located exception site dwellings and residential conversions will be positively considered where they meet evidenced local housing needs, other relevant policy requirements and , in the case of market residential conversions, a scheme provides an appropriate mechanism for the re-use and retention of buildings which are heritage assets. In order to protect the long term affordability of affordable exception dwellings, they will be subject to size restrictions and the removal of permitted development rights, as well as other appropriate conditions or legal restrictions;
2. Dwellings to house essential rural workers will be permitted if:-

- a. there are no other existing suitable and available affordable dwellings or other buildings which could meet the need, including any recently sold or otherwise removed from the ownership of the rural enterprise; and,
 - b. in the case of a primary dwelling to serve an enterprise without existing permanent residential accommodation, relevant financial and functional tests are met and it is demonstrated that the business is viable in the long term and that the cost of the dwelling can be funded by the business. If a new dwelling is permitted and subsequently no longer required as an essential rural workers' dwelling, a financial contribution to the provision of affordable housing will be required, calculated in accordance with the current prevailing target rate and related to the floorspace of the dwelling; or,
 - c. in the case of an additional dwelling to provide further accommodation for a worker who is required to be present at the business for the majority of the time, a functional need is demonstrated and the dwelling is treated as affordable housing, including size restrictions. If a new dwelling is permitted and subsequently no longer required as an essential rural workers' dwelling, it will be made available as an affordable dwelling, unless it can be demonstrated that it would not be suitable. Where unsuitability is demonstrated, a financial contribution to the provision of affordable housing, equivalent to 50% of the difference in the value between the affordable and market dwelling will be required. Such dwellings will be subject to occupancy conditions. Any existing dwellings associated with the rural enterprise may also be subject to occupancy restrictions, where appropriate. For primary and additional rural workers' dwellings permitted prior to the adoption of the Core Strategy in March 2011, where occupancy restrictions are agreed to be removed, an affordable housing contribution will be required in accordance with Policy CS11 at the current prevailing target rate and related to the floorspace of the dwelling.
4. In addition to the general criteria above, replacement dwelling houses will only be permitted where the dwelling to be replaced is a permanent structure with an established continuing residential use. Replacement dwellings should not be materially larger and must occupy the same footprint unless it can be demonstrated why this should not be the case. Where the original dwelling had been previously extended or a larger replacement is approved, permitted development rights will normally be removed;
 5. The use of existing holiday let properties as permanently occupied residential dwellings will only be supported if:
 - a. the buildings are of permanent construction and have acceptable residential amenity standards for full time occupation; and,
 - b. the dwellings are restricted as affordable housing for local people; or,
 - c. the use will preserve heritage assets that meet the criteria in Policy CS5 in relation to conversions and an affordable housing contribution is made in line with the requirements set out in Core Strategy Policy CS11 .

MD8 – Infrastructure Provision

Existing Infrastructure

1. Development should only take place where there is sufficient existing infrastructure capacity or where the development includes measures to address a specific capacity shortfall which it has created or which is identified in the LDF Implementation Plan or Place Plans. Where a critical infrastructure shortfall is identified, appropriate phasing will be considered in order to make development acceptable;
2. Development will be expected to demonstrate that existing operational infrastructure will be safeguarded so that its continued operation and potential expansion would not be undermined by the encroachment of incompatible uses on adjacent land.....

MD10b – Town and Rural Centre Impact Assessments

1. To ensure development does not cause significant adverse impacts on the vitality and vibrancy of Shropshire's town and rural centres, applicants will be required to prepare Impact Assessments for new retail, leisure and office proposals where they:
 - i. Are located outside a defined town centre, or are more than 300 meters from a locally recognised high street or village centre; and
 - ii. Are not in accordance with the area's settlement strategy; and
 - iii. Have a gross floorspace above the following thresholds:
 - a) Shrewsbury – 500sqm;
 - b) Principal Centres (identified in CS15) – 300 sqm;

- c) District Centres (identified in CS15) and other rural centres – 200 sqm.
2. The Council will not permit proposals which have a significant adverse impact on town centres, or where it is considered the scope of the Impact Assessment is insufficient.

MD12: The Natural Environment

In accordance with Policies CS6, CS17 and through applying the guidance in the Natural Environment SPD, the conservation, enhancement and restoration of Shropshire's natural assets will be achieved by:

1. Ensuring that the social or economic benefits of development can be demonstrated to clearly outweigh the harm to natural assets where proposals are likely to have an unavoidable significant adverse effect, directly, indirectly or cumulatively, on any of the following:
 - i. the special qualities of the Shropshire Hills AONB;
 - ii. locally designated biodiversity and geological sites;
 - iii. priority species;
 - iv. priority habitats
 - v. important woodlands, trees and hedges;
 - vi. ecological networks
 - vii. geological assets;
 - viii. visual amenity;
 - ix. landscape character and local distinctiveness.

In these circumstances a hierarchy of mitigation then compensation measures will be sought.
2. Encouraging development which appropriately conserves, enhances, connects, restores or recreates natural assets, particularly where this improves the extent or value of those assets which are recognised as being indoor condition.
3. Supporting proposals which contribute positively to the special characteristics and local distinctiveness of an area, particularly in the Shropshire Hills AONB, Nature Improvement Areas, Priority Areas for Action or areas and sites where development affects biodiversity or geodiversity interests at a landscape scale, including across administrative boundaries.

MD13: The Historic Environment

In accordance with Policies CS6 and CS17 and through applying the guidance in the Historic Environment SPD, Shropshire's heritage assets will be conserved, sympathetically enhanced and restored by:

1. Ensuring that proposals which are likely to either directly or indirectly affect the significance of a heritage asset, including its setting, are accompanied by a Heritage Assessment.
2. Ensuring that the social or economic benefits of a development can be demonstrated to clearly outweigh any adverse effects on the significance of a heritage asset, or its setting, taking into account the degree of harm, the importance of the asset and any potential beneficial use of the asset. Where such proposals are permitted, measures to offset and record the loss of significance to the heritage asset and to advance understanding in a manner proportionate to the asset's importance and the level of impact, will be required.
3. Encouraging development which delivers positive benefits to heritage assets, as identified within the Place Plans. Support will be given in particular, to proposals which appropriately conserve, manage or enhance the significance of a heritage asset including its setting, especially where these improve the condition of those assets which are recognised as being at risk or in poor condition.

S1: Albrighton Area

S1.1: Albrighton Town Development Strategy

1. Albrighton will provide for local needs, delivering around 250 dwellings over the Plan period. Local needs will predominantly be met on two allocated sites, with small-scale windfall development within the development boundary making up the balance.
2. Land is allocated for housing development as set out in Schedule S1a below and identified on the Policies Map.
3. Land to the east of site ALB002 is safeguarded for the village's long-term development needs. Only development which would not prejudice the potential future use of this land to meet Albrighton's longer term development needs will be acceptable on the safeguarded land during the plan period.
4. Retail development will be directed to the village centre where it will benefit from, and contribute to, the town's historic character. The Primary Shopping Area on the High Street is protected for retail uses in accordance with Policies CS15 and MD10a.
5. All development proposals should have regard to the Albrighton Plan.

EMERGING POLICY OF THE DRAFT SHROPSHIRE LOCAL PLAN

List of relevant policies:

3. Strategic Policies

- SP1. The Shropshire Test
- SP2. Strategic Approach
- SP3. Climate Change
- SP4. Sustainable Development
- SP5. High-Quality Design
- SP6. Health and Wellbeing
- SP7. Managing Housing Development
- SP11. Green Belt and Safeguarded Land
- SP14. Strategic Corridors

4. Development Management Policies

Residential

- DP1. Residential Mix
 - DP2. Self-Build and Custom-Build Housing
 - DP3. Affordable Housing Provision
 - DP9. Managing and Supporting Town Centres
 - DP10. Tourism, Culture and Leisure
- ##### Climate Change
- DP11. Minimising Carbon Emissions

Natural and Historic Environment

- DP12. The Natural Environment
- DP14. Green Infrastructure
- DP15. Open Space and Recreation
- DP16. Landscaping of New Development
- DP17. Landscape and Visual Amenity
- DP18. Pollution and Public Amenity
- DP19. Water Resources and Water Quality
- DP20. Water Efficiency
- DP21. Flood Risk
- DP22. Sustainable Drainage Systems
- DP23. Conserving and Enhancing the Historic Environment

Transport and Infrastructure

- DP25. Infrastructure Provision
- DP26. Strategic, Renewable and Low Carbon Infrastructure
- DP27. Broadband and Mobile Communications Infrastructure
- DP28. Communications and Transport

5. Settlement Policies

S1. Albrighton Place Plan Area

S1.1. Development Strategy: Albrighton Key Centre

1. Albrighton will act as a Key Centre and contribute towards strategic growth objectives in the east of the County, delivering around 500 dwellings and around 5 hectares of employment development. New housing and employment development will respond to local needs.

2. Albrighton is inset within the Green Belt. Development proposals in the Green Belt or on safeguarded land must be in accordance with National and Local policies on Green Belt, which specify the development types and the circumstances when development may be acceptable. They must also comply with all other relevant policies of this Local Plan.

3. New residential development will primarily be delivered through the saved SAMDev residential allocations and a comprehensive development of the Local Plan residential site allocation. These allocations will be complemented by appropriate small-scale windfall residential development within the Albrighton development boundary shown on the Policies Map, where it is consistent with relevant policies of this Local Plan; and appropriate exception development, where it is consistent with relevant National and Local policies, including Policy SP11 (Green Belt).

4. New employment development will primarily be delivered at the nearby RAF Cosford Strategic Site. This will be complemented by any appropriate small-scale windfall employment development within the Albrighton development boundary shown on the Policies Map, where it is consistent with relevant policies of this Local Plan.

5. New retail development will be directed towards the village centre, in line with Policy DP9, where it will benefit from and contribute to the historic character of the village and the overall sustainability of the village and its services.

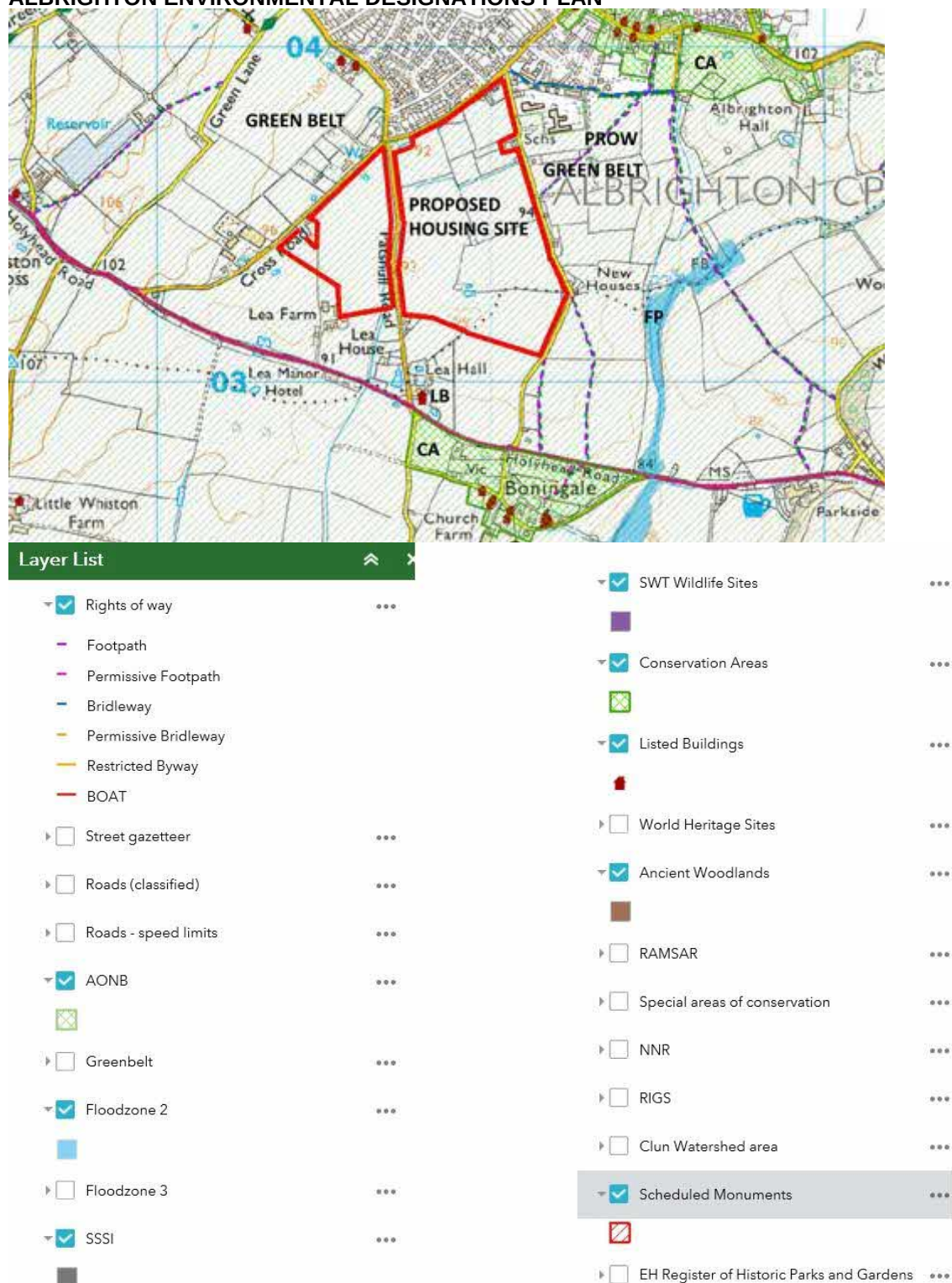
6. Saved SAMDev Plan site allocations are listed in Appendix 2 of this document and identified on the Policies Map. Local Plan site allocations are identified in Schedule S1.1(i) below and identified on the Policies Map. Development of site allocations should be in accordance with specified development guidelines and approximate site provision figures and all other relevant policies of this Local Plan.

7. Development proposals will be expected to positively respond to policies and guidelines identified within the Albrighton Plan, other relevant community-led plans and any relevant masterplans that are agreed by Shropshire Council to support the delivery of allocated sites.

8. To provide long-term locations for growth, three areas of land beyond the Albrighton development boundary that are not part of the Green Belt are safeguarded for Albrighton's future development needs beyond the current Local Plan period. This land is set out in Schedule S1.1(ii) and identified on the Policies Map. Safeguarded land is not allocated for development at the present time, rather it has been safeguarded for Albrighton's future development needs beyond the current Local Plan period.

APPENDIX 4

ALBRIGHTON ENVIRONMENTAL DESIGNATIONS PLAN



APPENDIX C Active Travel Audit Photos



Route 1: Cross Road Footway/Verge



Route 1: Cross Road Footway/Verge



Route 1: Cross Road Footway/Verge



Route 2: Cross Road junction with The Courts/Albrighton Tennis Club



Route 2: Cross Road junction with The Courts/Albrighton Tennis Club



Route 3: High Street junction with Station Road



Route 3: Station Road junction with Bushfield Road



Route 3: Station Road junction with Fairlawn



Route 3: Station Road junction with Redford Drive



Route 3: Station Road junction with Cotswold Drive



Route 3: Station Road junction with Windsor Road



Route 3: Station Road junction with Brooklands Road



Route 3: Station Road junction with Shaw Lane

APPENDIX D ATC and MCC Traffic Survey Results

PER HOUR CONSTRUCTION		
040-000 0-0-07-000		1774
040-000 0-0-07-000		2027
040-000 0-0-07-000		3007
040-000 0-0-07-000		4007
040-000 0-0-07-000		5007
040-000 0-0-07-000		6007
040-000 0-0-07-000		7007
040-000 0-0-07-000		8007
040-000 0-0-07-000		9007
040-000 0-0-07-000		1007
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040-000 0-0-07-000		1007
040-000 0-0-07-000		1107
040-000 0-0-07-000		1207
040-000 0-0-07-000		1307
040-000 0-0-07-000		1407
040-000 0-0-07-000		1507
040-000 0-0-07-000		1607
040-000 0-0-07-000		1707
040-000 0-0-07-000		1807
040-000 0-0-07-000		1907
040-000 0-0-07-000		2007
040-000 0-0-07-000		2107
040-000 0-0-07-000		2207
040-000 0-0-07-000		2307
040-000 0-0-07-000		2407
040-000 0-0-07-000		2507
040-000 0-0-07-000		2607
040-000 0-0-07-000		2707
040-000 0-0-07-000		2807
040-000 0-0-07-000		2907
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040-000 0-0-07-000		1007
040-000 0-0-07-000		1107
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040-000 0-0-07-000		1307
040-000 0-0-07-000		1407
040-000 0-0-07-000		1507
040-000 0-0-07-000		1607
040-000 0-0-07-000		1707
040-000 0-0-07-000		1807
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040-000 0-0-07-000		2007
040-000 0-0-07-000		2107
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040-000 0-0-07-000		2407
040-000 0-0-07-000		2507
040-000 0-0-07-000		2607
040-000 0-0-07-000		2707
040-000 0-0-07-000		2807
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040-000 0-0-07-000		3407
040-000 0-0-07-000		3507
040-000 0-0-07-000		3607
040-000 0-0-07-000		3707
040-000 0-0-07-000		3807
040-000 0-0-07-000		3907

PULSE WIDTH CALCULATION		
14.000 Hz	133.000	453.0
14.013 Hz	133.013	478.0
14.026 Hz	133.026	478.0
14.040 Hz	133.040	478.0
13.000 Hz	140.000	480.0
13.013 Hz	140.013	480.0
13.026 Hz	140.026	482.0
13.040 Hz	140.040	482.0
14.000 Hz	137.000	438.0
14.013 Hz	137.013	463.0
14.026 Hz	137.026	463.0
14.040 Hz	137.040	465.0
13.000 Hz	138.000	410.0
13.013 Hz	138.013	435.0
13.026 Hz	138.026	435.0
13.040 Hz	138.040	437.0

[illegible]

TABLE 1. SUMMARY OF DATA SOURCES	
Source	Notes
1. National Health and Medical Research Council (NH&MRC) Australian Health Survey (AHS)	2007-2008
2. National Health and Medical Research Council (NH&MRC) Australian Health Survey (AHS)	2009-2010
3. National Health and Medical Research Council (NH&MRC) Australian Health Survey (AHS)	2011-2012
4. National Health and Medical Research Council (NH&MRC) Australian Health Survey (AHS)	2013-2014
5. National Health and Medical Research Council (NH&MRC) Australian Health Survey (AHS)	2015-2016
6. National Health and Medical Research Council (NH&MRC) Australian Health Survey (AHS)	2017-2018
7. National Health and Medical Research Council (NH&MRC) Australian Health Survey (AHS)	2019-2020
8. National Health and Medical Research Council (NH&MRC) Australian Health Survey (AHS)	2021-2022
9. National Health and Medical Research Council (NH&MRC) Australian Health Survey (AHS)	2023-2024
10. National Health and Medical Research Council (NH&MRC) Australian Health Survey (AHS)	2025-2026

[illegible]

Figure 1 shows two screenshots of the 'COSTS' window in the 'COSTS' application. The top screenshot shows the 'COSTS' window with a list of costs and a 'COSTS' button. The bottom screenshot shows the 'COSTS' window with a list of costs and a 'COSTS' button. The 'COSTS' button is highlighted in yellow in both screenshots.

Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks		Signature		Date		Time		Location		Activity		Notes		Status		Remarks	
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The screenshot displays the NDC (National Drug Code) database interface. At the top, there is a header with the NDC logo and the text 'NDC SEARCH'. Below the header, there are search filters for 'NDC SEARCH', 'NDC SEARCH', and 'NDC SEARCH'. The main table displays columns for 'NDC SEARCH', 'NDC SEARCH', and 'NDC SEARCH'. The table contains multiple rows of data, including NDC numbers, product names, and manufacturers. A yellow highlight is visible on the 'NDC SEARCH' column.

[illegible]

Site 2 to Site 3

TIME	To Room B							From Room B							DIFFERENCE						
	CAM	LEV	OGN	OGN	FSV	MCL	PCL	CAM	LEV	OGN	OGN	FSV	MCL	PCL	CAM	LEV	OGN	OGN	FSV	MCL	PCL
1400	15	1	0	0	0	0	0	14	14	1	0	0	0	0	14	14	1	0	0	0	0
1405	17	1	0	0	0	0	0	17	17	1	0	0	0	0	17	17	1	0	0	0	0
1410	18	1	0	0	0	0	0	18	18	1	0	0	0	0	18	18	1	0	0	0	0
1415	24	4	0	0	0	0	0	24	24	4	0	0	0	0	24	24	4	0	0	0	0
1420	25	2	0	0	0	0	0	25	25	2	0	0	0	0	25	25	2	0	0	0	0
1425	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1430	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1435	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1440	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1445	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1450	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1455	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1500	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1505	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1510	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1515	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1520	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1525	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1530	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1535	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1540	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1545	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1550	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1555	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1600	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1605	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1610	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1615	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1620	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1625	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1630	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1635	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1640	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1645	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
1650	27	0	0	0	0	0	0	27	27	0	0	0	0	0	27	27	0	0	0	0	0
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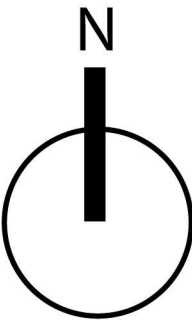
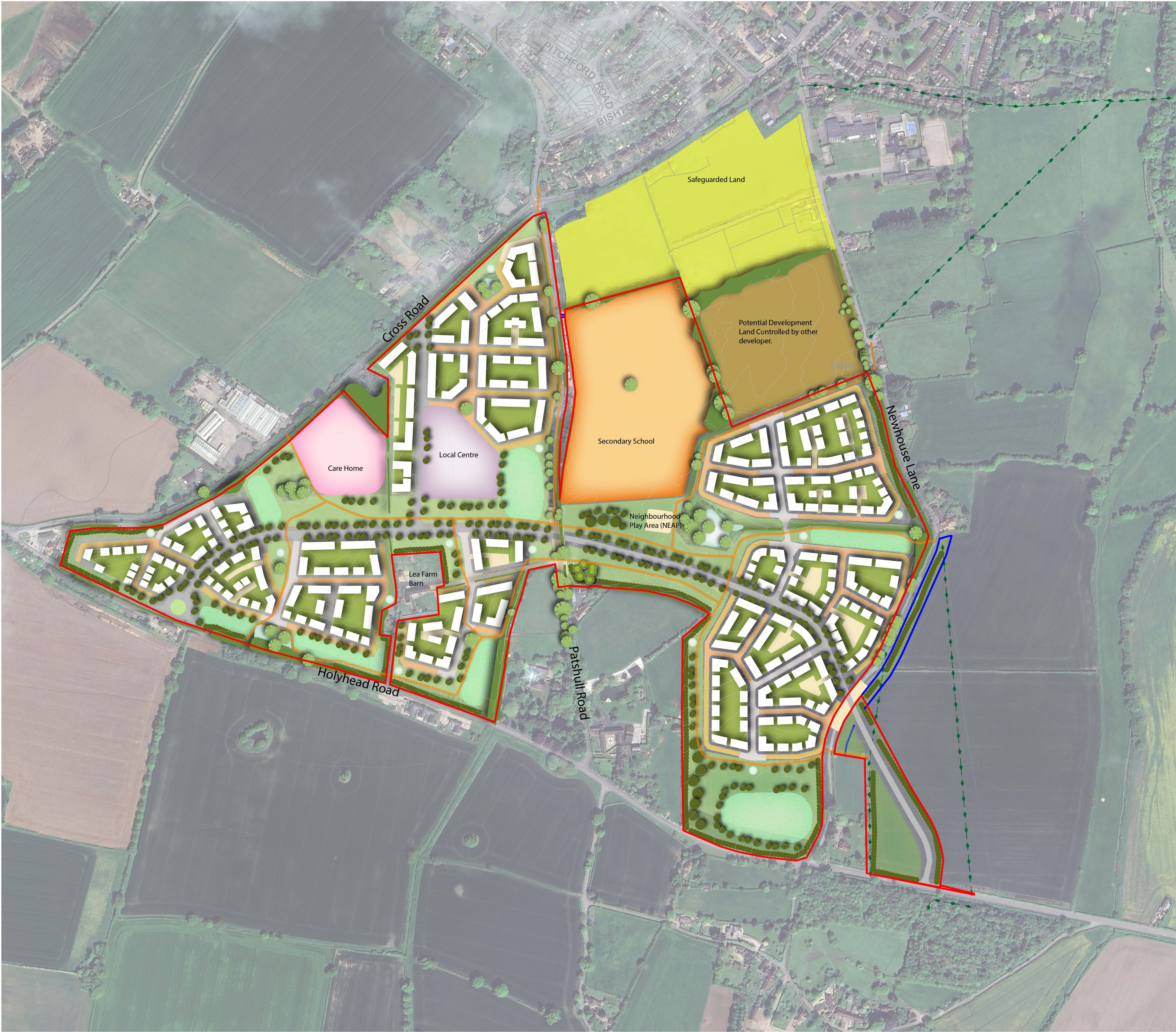
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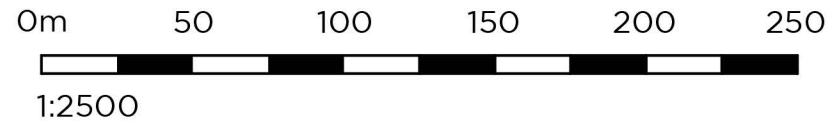
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APPENDIX E Indicative Site Masterplan



- Key
- Blocks
 - Rear Gardens
 - Road
 - Shared Surface
 - Public Open Space
 - Green Infrastructure
 - SUDS Infrastructure/Ponds
 - Existing Trees
 - Existing Vegetation
 - Existing Hedgerows
 - Proposed Trees
 - Local Play Areas (LAP)
 - Existing Ponds
 - Existing Public Right of Way
 - Proposed Pedestrian Links

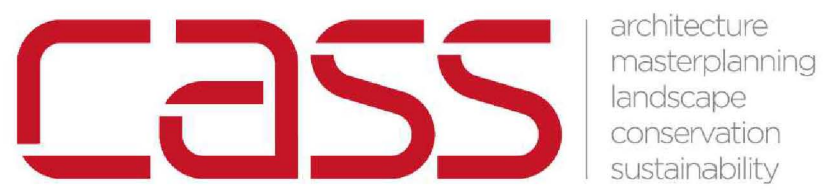


Project
Albrighton South
Client
Boningale Homes

Drawing Title
Framework Plan

Job No.	Date	Drawn by
SH5034	21/05/24	MRK

Drwng no.	Scale	Checked
SK003	1:2500@A1	DK



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