

From: Gemma Lawley
Sent: 09 September 2026 22:43
To: Lynn Parker
Cc: Emma Green
Subject: FW: EXTERNAL RE: 6007402 - Patshull Road, Albrighton, Shropshire, WV7 3BH [SHMA-ACTIVE.FID11552119]
Attachments: Albrighton South - Construction Impact Assessment (September 2026).pdf

Lynn,

Further to the submission of the attached Construction Impact Assessment dated September 2026, I have now had an opportunity to review the document and consider the Council's position in relation to the likely impact on the transport network. It is acknowledged that the likely impact of construction phase was not a matter previously raised as a matter of concern. The relevant policy TR6 (4) of the NPPF states;

Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

In consideration of the assessment undertaken by the applicant's transport consultants, and based on the anticipated number of vehicle movements when taking into account, cumulative impact of development, committed development' and proposed development construction traffic, it is not considered that the likely impact would result in a severe adverse impact on the transport network that would result in the development proposals being refused on these grounds. Shropshire Council a Local Highway Authority therefore remains unchanged in relation to this matter.

Notwithstanding the above, as you will be aware, it is recommended that if permitted, a planning condition is attached to any permission granted that requires a Construction Environmental Management Plan (CEMP) to be submitted prior to the commencement of any phase, the suggested wording is as follows;

12. Construction Environmental Management Plan (CEMP)

Prior to the commencement of any phase of development, a Construction Environmental Management Plan (CEMP) including a Method Statement for the relevant phase of development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details for each phase.

The CEMP shall provide for:

- a) A construction programme including phasing of works;
- b) 24 hour emergency contact number;

- c) Hours of operation;
- d) A Dust Management Plan;
- e) Expected number and type of vehicles accessing the site:
 - Deliveries, waste, cranes, equipment, plant, works, visitors;
 - Size of construction vehicles;
- f) The use of a consolidation operation or scheme for the delivery of materials and goods;
- g) Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction) and consideration of:
 - Programming;
 - Waste management;
 - Construction methodology;
 - Shared deliveries;
 - Car sharing;
 - Travel planning;
 - Local workforce;
 - Parking facilities for staff and visitors;
 - On-site facilities;
 - A scheme to encourage the use of public transport and cycling;
- h) Temporary construction access details
- i) Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads
- j) Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- k) Locations for storage of plant/waste/construction materials;
- l) A scheme for recycling/disposing of waste resulting from demolition and construction works;
- m) Arrangements to receive abnormal loads or unusually large vehicles;
- n) Any necessary temporary traffic management measures;
- o) Method of preventing mud being carried onto the highway;
- p) Wheel washing facilities;
- q) Methods of communicating the Construction Management Plan and Environmental Management Plan to staff, visitors and neighbouring residents and businesses;
- r) An appropriately scaled plan showing 'Wildlife/Habitat Protection Zones' where construction activities are restricted, where protective measures will be installed or implemented;
- s) Details of protective measures (both physical measures and sensitive working practices) to avoid impacts during construction;
- t) Requirements and proposals for any site lighting required during the construction phase;
- u) A timetable to show phasing of construction activities to avoid harm to biodiversity features (e.g. avoiding the bird nesting season);
- v) The times during construction when an ecological clerk of works needs to be present on site to oversee works;
- w) Identification of Persons responsible for:
 - Compliance with legal consents relating to nature conservation;

- Compliance with planning conditions relating to nature conservation;
 - Installation of physical protection measures during construction;
 - Implementation of sensitive working practices during construction;
 - Regular inspection and maintenance of physical protection measures and monitoring of working practices during construction; and
 - Provision of training and information about the importance of 'Wildlife Protection Zones' to all construction personnel on site.
- x) Pollution prevention measures.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the clearance and construction phase of the development, to ensure that the amenity that neighbouring occupiers can reasonably expect to enjoy are adequately protected and to protect and conserve recognised features of nature.

Consideration should be given to whether it is appropriate for a Construction Environmental Management Plan (CEMP) is submitted per phase of development or reserve matters as stated within Section 1.5 of the attached document. It may be more appropriate that a Construction Environmental Management Plan (CEMP) is submitted as part of any reserve matters application, but site wide Construction Environmental Management Plan (CEMP) is submitted prior to commencement and is a point of reference for any subsequent Construction Environmental Management Plan (CEMP), submitted per phase or reserve matters.

It is considered that whilst the attached assessment provides an overview of the likely impact during the construction period, there is a requirement in accordance with TR6 (4) to give consideration to any mitigation measures as well as any wider network improvements, including measures to support sustainable patterns of movement. It is not considered that the submitted document provides sufficient detail in relation to mitigation of any likely impact or measures to support sustainable pattern of movement. In view of the scale of the development and the likely impact on some routes within the vicinity of the site, the mitigation of any impact will be crucial and there are opportunities to mitigate this impact. On this basis, consideration perhaps should be given to placing a requirement for an overall Construction Environmental Management Plan (CEMP) strategy to be submitted prior to commencement that fully sets out measures to mitigation the likely impact on the transport network so clear objectives and initiatives can be set.

Any queries, in relation to the above, please do not hesitate to contact me

Kind Regards

Gemma

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