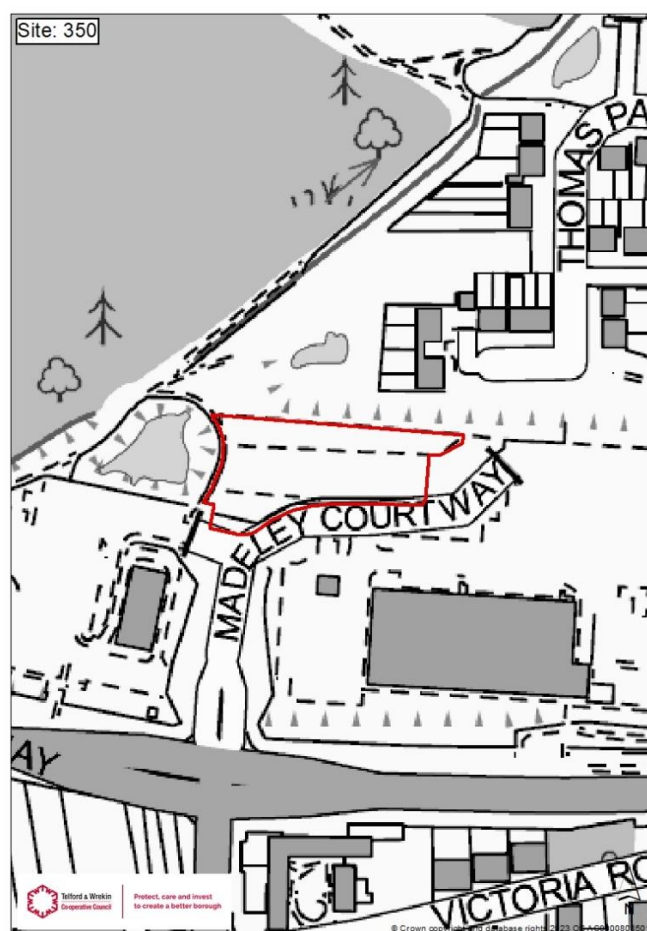


<b>Call for Site ID</b>	350
<b>Site Allocation Reference</b>	EC6
<b>Site Address</b>	Land at Madeley Court Way, TF7 5FL
<b>Parish</b>	Madeley
<b>Site Area (ha)</b>	0.23
<b>Greenfield/Brownfield</b>	Brownfield
<b>Proposed use</b>	Employment
<b>Estimated Employment</b>	0.23ha
<b>Likely timeframe for development (0-5/6-10/11-15/15+ years)</b>	0-5
<b>Site Description</b>	The site is located within the built up area of Telford situated in the district centre of Madeley. North of the site is Madeley Court a local wildlife site and Madeley Pit Mounds Local Nature Reserve. The site was previously used for parking.

### Recent Planning History

A full application for 53 dwellings was approved. The units are situated just north of the site with an area of green space within the red line boundary that covers this site allocation.

### Site Plan



N.B. Site photos are included in appendix 1

### Site selection

**Stage 1** – Sites taken forward must be capable of accommodating 5 dwellings or more, or for non-residential development 0.25ha or 500sqm of floorspace

The site size is 0.23ha and site promoter seeking employment uses therefore site capable of providing 500sqm of floor space and therefore equal to the threshold.

Above threshold

### Stage 2 – Initial assessment of hard constraints

There were no hard constraints identified on the site.

No hard constraint

### Stage 3 – Integrated Assessment Site Appraisal

Biodiversity Assets	Trees and hedgerows	Air Quality	Pre-1988 Grade 1, 2 or 3	Post 1988- Grade 1, 2 or 3a	Efficient use of land	Minerals	Landscape sensitivity	Visual sensitivity	Historic Environment	Flood Risk (FZ2)	Flood Risk (FZ3)	Flood Risk (SWFR)	Access to GP	Access to green space	Potential loss or provision of	Access to sports and	Potential amenity issues	Access to jobs/employees	Loss of employment land	Access to active travel	Access to bus stop/service	Access to railway station	Access to strategic road	Access to local centre	Access to primary school

### Key Statements

- The site performs well in a number of areas included access to a GP, local centre and jobs/employees.
- It is an efficient use of land due to the site being brownfield.
- There is poor access to a railway station.

### Summary used to help inform final site selection

- The site is located is on brownfield land therefore is considered an efficient use of land.
- The site is located 221m from a listed building and 154m from Ironbridge Gorge.
- The site is located 393m from a GP surgery, 119m from public open space and 36m from a local centre.
- The site has moderate access to the active travel network.
- There is good access to jobs in the area.

**Note** – The boxes that have been left blank in the assessment above means they are not considered to impact the site.

**Stage 4 – Flood risk sequential & exceptions test**

Sequential Test – The site has no flood zones 2 or 3 and low risk of surface water flooding, therefore the site has been categorised as low flood risk.

Site did not progress to Level 2 of the Strategic Flood Risk Assessment.

Low flood risk

**Stage 5 – Initial Technical Assessment**

**Highways** – Comprehensive modelling of access junction and local network required.

**Archaeology** – No known significant archaeology.

**Heritage** – No comments.

**Ecology** – Need for surveys and potentially mitigation either onsite or offsite. The Madeley Pit mounds Local Nature Reserve (LNR) is in proximity. New residential development here would trigger the need for a financial contribution to visitor infrastructure on the LNR.

**Geotechnical** – Considered viable.

**Drainage and flood risk** – No comment.

**Severn Trent** – Sewers - Some average headroom issues however the development is not significant. Groundwater – No comments.

**Education infrastructure** – Not applicable as site carried forward as employment allocation.

Recognised issues or  
further evidence required  
but not unsuitable

**Stage 6 – Preferred growth strategy**

Site is within the urban boundary of Telford – therefore aligns with the growth strategy.

Favourable site

### Stage 7 –Decisions at Regulation 18

#### **Strategic Planning Team – Initial Officer Commentary**

Proposed for E class use - Appropriate E uses to be specified.

#### **Status at Regulation 18**

Site is within the existing built-up area boundary where growth is currently directed and had limited constraints, therefore this site was taken forward for consultation.

### Stage 8 – Further Technical Clarification

#### *Internal Consultees*

**Highways** – No modelling work yet received in order to provide further comment

**Heritage** – No reciprocal views between the site and the heritage assets of statutorily listed Madeley Court and the north eastern end of the World Heritage Site /Severn Gorge Conservation Area.

**Drainage and Flood risk** – No concerns raised

**Severn Trent** – Groundwater: Any surface water disposal from the development would be expected to follow the drainage hierarchy.

#### *Evidence base documents*

**Strategic Flood Risk Assessments (SFRA)** – No flood risk.

### Stage 9 – Site Deliverability

**Suitability** – The site is located within the built up area of Telford, aligning with the Council's growth strategy. The initial assessment and further technical clarifications do not indicate any critical constraints. The site also has a number of services and facilities within proximity and is therefore considered suitable.

**Availability** – The applicant has provided information regarding the owner's intention to develop the site for employment use. It is therefore considered available.

**Achievability** – The site has been identified as brownfield land where land is considered less viable due to being previously developed land with a higher likelihood for existing constraints compared to greenfield land.

It is intended that the site will be delivered within 5 years and therefore within the plan period. In addition, no critical issues regarding the deliverability and viability of the site have been identified. The site is therefore considered achievable.

## **Stage 10 – Regulation 19 Conclusions**

Land at Madeley Court Way is within the parish of Madeley and is in the built up area of Telford. It is 0.23ha and is looking to provide circa 0.23ha of employment land.

An application was granted for 53 dwellings which extended beyond the site boundary assessed.

A consultation response was received in support of the allocation.

Stage 1 identifies that the site satisfies the threshold for site selection with Stage 2 confirming there are no hard constraints.

Stage 3 identifies a number of services and facilities are within proximity, importantly this includes access to a GP, local centre and jobs and employment. In addition, other than the train station, there are good links to existing transport infrastructure showing that the site is accessible. The site is classified as brownfield land.

Stage 4 states that the site is at low risk of surface water flooding. The site did not progress to the second stage of the Strategic Flood Risk Assessment.

Stage 5 of the assessment raises considerations with ecology and Severn Trent.

Comments from the ecology officer considers that a contribution will be needed as part of an application with Severn Trent considers there would be average headroom issues but the development is not significant. Both could be suitably mitigated at the planning application stage.

Stage 6 confirms that the site aligns with the Council's growth strategy as it's within the urban boundary of Telford.

Stage 7 summaries that the site is proposed for E use class, further stating that appropriate E use classes need to be confirmed. Appropriate E use classes can be classed as E(a) display or retail sale of goods other than hot food, E(c) Financial services, professional services and other appropriate services in a commercial, business or service locality and E(d) indoor sport, recreation or fitness.

Stage 8 raises no further concerns.

Stage 9 identifies that the site is suitable, available and achievable.

To conclude, in consideration of the available information, all technical constraints can be reasonably mitigated and the site fits with the Councils growth strategy.

**Therefore, the site is being taken forward as an allocation for employment.**

## Appendix 1 - Site photos



TWC licenced aerial photography 2016/2017



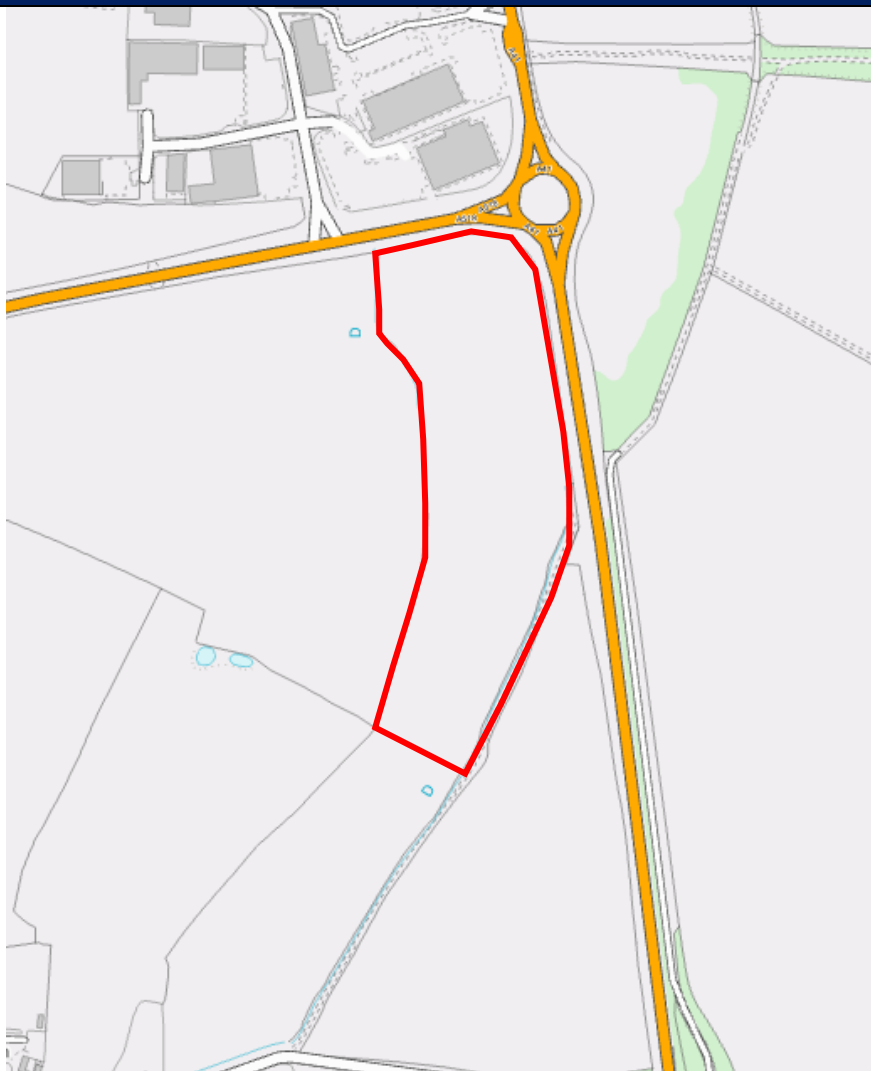


<b>Call for Site ID</b>	398
<b>Site Allocation Reference</b>	EC3
<b>Site Address</b>	Land North of A518 Newport, TF10 7XL
<b>Parish</b>	Chetwynd Aston and Woodcote
<b>Site Area (ha)</b>	4.47
<b>Greenfield/Brownfield</b>	Greenfield
<b>Proposed use</b>	Employment
<b>Estimated Employment</b>	4.47ha
<b>Likely timeframe for development (0-5/6-10/11-15/15+ years)</b>	0-5
<b>Site Description</b>	The site is located adjacent to the built up area of Newport situated to the north of Chetwynd Aston. Newport's strategic employment area is to the west. The site is currently agricultural.

#### Recent Planning History

No planning history.

#### Site Plan



N.B. Site photos are included in appendix 1



## Site selection

**Stage 1** – Sites taken forward must be capable of accommodating 5 dwellings or more, or for non-residential development 0.25ha or 500sqm of floorspace

The site size is 4.47ha and therefore over the size threshold.

Above threshold site carried forward

## Stage 2 – Initial assessment of hard constraints

There were no hard constraints identified on the site.

No hard constraint

## Stage 3 – Integrated Assessment Site Appraisal

Biodiversity Assets	Trees and hedgerows	Air Quality	Pre-1988 Grade 1, 2 or 3	Post 1988- Grade 1, 2 or 3a	Efficient use of land	Minerals	Landscape sensitivity	Visual sensitivity	Historic Environment	Flood Risk (FZ2)	Flood Risk (FZ3)	Flood Risk (SWFR)	Access to GP	Access to green space	Potential loss or provision of	Access to sports and	Potential amenity issues	Access to jobs/employees	Loss of employment land	Access to active travel	Access to bus stop/service	Access to railway station	Access to strategic road	Access to local centre	Access to primary school

## Key Statements

- Potential HGV generating use within 2km on an A road, within the red threshold for contribution to air quality.
- Majority amber ratings against sustainability objectives.
- Good access to strategic road network, 173m from the A41.
- Relatively high number of people close to site who could take up local jobs; 3121 people in 1.2km, 13744 people in 3km.

## Summary used to help inform final site selection

- The site is on greenfield land therefore is not considered an efficient use of land.
- The site is located within a medium / low land sensitivity area.
- The site is located 68m from a listed building.
- The site has moderate access to a local centre as the nearest one is 1,099m from the site.
- The site has moderate access to the active travel network and good access to the strategic road network.
- There is moderate access to jobs in the area.

**Note** – The boxes that have been left blank in the assessment above means they are not considered to impact the site.

#### Stage 4 – Flood risk sequential & exceptions test

Sequential Test – The site has no flood zones 2 or 3 and low risk of surface water flooding, therefore the site has been categorised as low flood risk.

Site progressed to Level 2 of the Strategic Flood Risk Assessment.

Low flood risk

#### Stage 5 – Initial Technical Assessment

**Highways** - Suggestion that access could be through Ni Park and, whilst a corridor has been left no assessment has been done to show this can be accommodated through the site junctions. No access direct to A41. Not supported because of the nature of the existing roads and the substandard visibility at the Chetwynd Aston junction. Limited pedestrian facilities and no public transport.

**Archaeology** – No recorded significant archaeology.

**Heritage** – No comments.

**Ecology** – Need for surveys and potentially mitigation either onsite or offsite. Existing trees may have potential to support roosting bats. Design should aim to retain mature trees on site, any losses would be addressed through the tree replacement standard. Potential for badgers.

**Geotechnical** – Considered viable.

**Severn Trent** – Sewers - The site, including adjacent ones, will likely connect to the 150-sewer draining to Newport Chetwynd Aston Sewage Pumping System (SPS). Capacity issues in the sewer and at the Sewage Pumping Station expected. Groundwater – Within Groundwater Source Protection Zone 3.

**Drainage and flood risk** - Cumulative impacts on downstream vulnerable urban drainage need to be considered and mitigated e.g., restricted discharges and long-term storage. Little existing sewerage infrastructure.

**Education infrastructure** – Not applicable as site was carried forward as employment.

Overall favourable

#### Stage 6 – Preferred growth strategy

Site is adjacent to the built up area of Newport – therefore aligns with the growth strategy.

Favourable site

## Stage 7 – Decision at Regulation 18

### Strategic Planning Team – Initial Officer Commentary

Development on this site would lead to coalescence of Newport and Chetwynd Aston village. It is not suitable to achieve access through Chetwynd Aston Village, therefore a more limited parcel of land, approx. 50% of site could form an extension of the Ni Business Park, as it is understood a Highways Corridor has been left that could facilitate access.

### Status at Regulation 18

The site was identified for employment land provision and is well connected to the strategic and/or primary route network with the potential for connection to the network.

Site was carried forward for public consultation.

## Stage 8 – Further Technical Clarification

### *Internal Consultees*

**Highways** – The access via NI Park was built to serve a single small unit. It has not been proven that it can be upgraded sufficiently to provide an adoptable access for this amount of land. Access via Chetwynd Aston is clearly inappropriate and would be unsafe. We should not be looking to add additional accesses to the A41 because of its high strategic status (see LTP). As it has been presented so far the site does not have a suitable access for the proposed use and cannot be supported.

**Heritage** – Potential long views of statutorily listed buildings circa 400m away in Chetwynd Aston, however these could be designed out with landscaping.

**Ecology** – If badgers have a set on or within 30m of the site this will affect construction methods and potentially land for protection/mitigation. This may be able to be absorbed into onsite Biodiversity Net Gain and Greening Factor requirements.

**Drainage and Flood Risk** – Offsite infrastructure may be required to enable development

**Severn Trent** – Groundwater: Any surface water disposal from the development would be expected to follow the drainage hierarchy.

### *Evidence base documents*

**Strategic Flood Risk Assessment (SFRA)** – There is surface water flood risk on the site.

**Water Cycle Survey (WCS)** – Foul Sewerage Network: Few Hydraulic Flood Risk Resilience (HFRR) points are reported in the far d/s of the connection points. Sites 398, 462 and 472 are adjacent to each other, therefore a potential 'high' impact risk level is assumed. Surface Water Network: No nearby watercourses, with the site to be connected to the surface water network. Multiple HFRR locations along the flow route. Due to the abovementioned sites being adjacent, a 'high risk level is assumed.

### Stage 9 – Site Deliverability

**Suitability** – The site is located adjacent to the built up area of Newport, aligning with the Council's growth strategy.

**Availability** – The applicant has provided further information regarding the owner's intention to develop the site for employment land. It is therefore considered available.

**Achievability** – The site has been identified as greenfield land where land is considered more viable due to the absence of existing constraints compared to previously developed land.

It is intended that the site will be delivered within 5 years and therefore within the plan period. The highways officer has stated that access to the site needs further assessment and this level

### Stage 10 – Regulation 19 Conclusions

Land North of the A518 Newport is located within the parish of Chetwynd Aston and Woodcote. It is 4.47ha and is looking to provide circa 4.47ha of employment land.

There is no planning history related to the site.

Consultation responses received in relation to the site include a mix of responses. One response was in support of the site. Other responses objected included loss of agricultural land, encroachment of built up area, additional noise and increased traffic. These comments have been reviewed and summarised within the Regulation 18 Consultation Statement.

Stage 1 identifies that the site satisfies the threshold for site selection with Stage 2 confirming there are no hard constraints on the site.

Stage 3 identifies that the site has poor access to sports and recreation and a primary school. However the site does have a good access jobs and employment as well as the strategic road network. The site also has reasonable access to a local centre. It is classified as greenfield land.

Stage 4 states that the site is low risk from surface water flooding. The site progressed to Level 2 of the SFRA.

Stage 5 of the assessment raises considerations with highways and ecology.

Comments from the highways officer states that access via Ni Park would require further assessment as no assessment has been done on the existing corridor. This is considered further within Stage 7 and Stage 8 of the assessment.

Comments from Ecology state there is a need for surveys and mitigation due to existing trees on site that may support roosting bats as well as the potential for badgers on site. It is considered that this could be dealt with at a planning application.

Stage 6 confirms that the site aligns with the Council's growth strategy as it is adjacent to the built up area of Newport.



Stage 7 considers that the site could not be brought forward as was submitted during the call for sites. It was therefore considered that approximately 50% of the site would be brought forward. This is reflected in the site plan. It was also considered that the access could be facilitated from the existing highway corridor.

Stage 8 provides further clarifications for highways, heritage, ecology, drainage and flood risk and Severn Trent.

Comments from the highways officer further considers access to the site, further stating it has not been proven that the highways corridor can be upgraded sufficiently to provide an adoptable access for this amount of land. Through the reduction of the site area by 50% it is considered that sufficient detail would be needed at a planning application to demonstrate access to the site can be achieved.

Comments from ecology further consider their initial comments regarding the potential for badgers on site. Through further surveys it is considered that this could be suitably mitigated at a planning application stage.

It is considered that further clarifications from heritage, drainage and flood risk and Severn Trent could be suitably mitigated.

Stage 9 identifies that the site is suitable, available and achievable.

To conclude in consideration of the available information, it is considered that all technical constraints could be reasonably mitigated and the site fits with the Council's growth strategy.

**Therefore, the site is being taken forward as an allocation for employment.**

Appendix 1 - Site photos



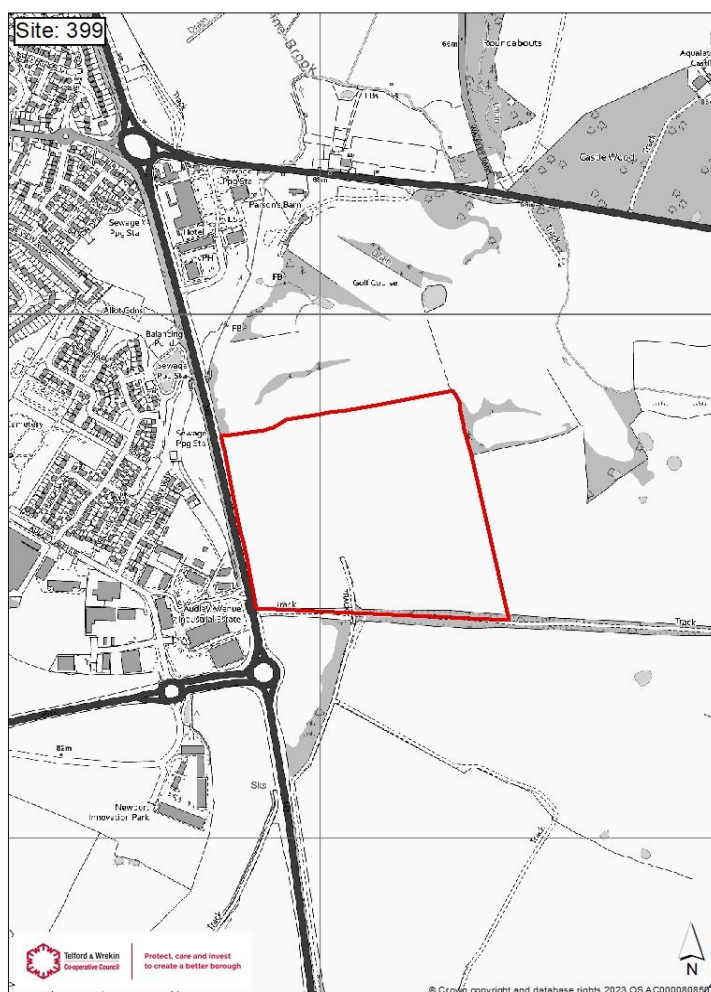


<b>Call for Site ID</b>	399
<b>Site Allocation Reference</b>	EC2
<b>Site Address</b>	Land East of A518 Newport
<b>Parish</b>	Church Aston
<b>Site Area (ha)</b>	17.53
<b>Greenfield/Brownfield</b>	Greenfield
<b>Proposed use</b>	Employment
<b>Estimated Employment</b>	17.53ha
<b>Likely timeframe for development (0-5/6-10/11-15/15+ years)</b>	0-5
<b>Site Description</b>	The site is located adjacent to the built up area of Newport situated to east of the A41. It is wholly within a mineral safeguarding area with Aqualate Golf Club to the north.

### Recent Planning History

No planning history.

### Site Plan



N.B. Site photos are included in appendix 1



### Site selection

**Stage 1** – Sites taken forward must be capable of accommodating 5 dwellings or more, or for non-residential development 0.25ha or 500sqm of floorspace

The site size is 17.53ha and therefore over the size threshold.

Above threshold site carried forward

### Stage 2 – Initial assessment of hard constraints

There were no hard constraints identified on the site.

No hard constraint

### Stage 3 – Integrated Assessment Site Appraisal

Biodiversity Assets	Trees and hedgerows	Air Quality	Pre-1988 Grade 1, 2 or 3	Post 1988- Grade 1, 2 or 3a	Efficient use of land	Minerals	Landscape sensitivity	Visual sensitivity	Historic Environment	Flood Risk (FZ2)	Flood Risk (FZ3)	Flood Risk (SWFR)	Access to GP	Access to green space	Potential loss or provision of	Access to sports and	Potential amenity issues	Access to jobs/employees	Loss of employment land	Access to active travel	Access to bus stop/service	Access to railway station	Access to strategic road	Access to local centre	Access to primary school

### Key Statements

- Poor accessibility to key local services like GP, primary schools, train station and sport/recreation facility.
- Overall, not a sustainable housing location.
- Good access to a strategic road (Newport Bypass)

### Summary used to help inform final site selection

- The site is greenfield therefore is not considered an efficient use of land.
- 98% of the site is located within Medium / Low landscape sensitivity area.
- The site is located 1,555 m from a GP surgery, 779 m from a local centre and 1,603m from a primary school.
- There is public open space 422m from the site.
- There is moderate access to jobs in the area.
- There is moderate access to the active travel network.

**Note** – The boxes that have been left blank in the assessment above means they are not considered to impact the site.

**Stage 4 – Flood risk sequential & exceptions test**

Sequential Test – The site has no flood zones 2 or 3 and low risk of surface water flooding, therefore the site has been categorised as low flood risk.

Site did not progress to Level 2 of the Strategic Flood Risk Assessment.

Low flood risk

**Stage 5 – Initial Technical Assessment**

**Highways** – No access possible to A41 due to presence of existing ghost right turn junction. High traffic flows. New roundabout that accommodates retail development to the South West may be a solution but how this could be accommodated in space available is unclear. Potential impact on the long-distance footpath and cycle route. A41 represents a barrier to pedestrian/cyclists. No public transport.

**Archaeology** – Some non-designated heritage assets archaeology.

**Heritage** – No comment.

**Ecology** – No obvious ecological constraints. An Ecological Appraisal may be required.

**Geotechnical** – Considered viable.

**Severn Trent** – Sewers - The site, including adjacent one, will likely connect to the 150-sewer draining to Newport - Audley Avenue 1 Sewage Pumping Station. Capacity issues at the Sewage Pumping Station is expected. Groundwater – Within Groundwater Source Protection Zone 3.

**Drainage and flood risk** - Cumulative impacts on downstream vulnerable urban drainage need to be considered and mitigated e.g., restricted discharges and long-term storage. Little existing sewerage infrastructure.

**Education Infrastructure** – Primary schools - Newport Planning area consists of eight primary schools: Church Aston, Lilleshall, Moorfield, Newport Infant/Junior, St Peter and St Paul Catholic Primary, St Peters Church of England (Edgmond) and Tibberton. Five of the primary school sites are not suitable for expansion, the other three are possible, but would require funding including developer contributions. Development around Edgmond could potentially be accommodated at St Peters Edgmond as some pupils come from out of area. The impact of additional development in Edgmond and the likely pushback of pupils to Newport schools would need to be considered. Secondary - There are three secondary schools, Haberdashers Adams and Newport Girls High School, both of which are selective, and Burton Borough School which is a Local Authority maintained school. All three schools have been expanded, there is further potential for Burton Borough School to be expanded by 1 Form Entry (150 places). The numbers of dwellings considered in the call for sites would be insufficient to warrant a new secondary school although, as a total, would put considerable strain on the current infrastructure. Currently around a third of the pupils attending Burton Borough School live in other Telford catchments. If there were substantial housing within Newport these would be pushed back to Telford catchment areas.

Overall favourable

#### Stage 6 – Preferred growth strategy

Site is adjacent to the built up area of Newport – therefore aligns with the growth strategy.

Favourable site

#### Stage 7 – Decision at Regulation 18

##### Strategic Planning Team – Initial Officer Commentary

Site lies east of the A41. In isolation provides limited scope for development opportunities. Potentially suitable for employment type development. However, separated from built up area by A41.

##### Status at Regulation 18

This site has been identified for employment land provision and is well connected to the strategic and/or primary route network with the potential for connection to the network.

Site was carried forward for public consultation.

#### Stage 8 – Further Technical Clarification

##### *Internal Consultees*

**Highways** – The query is exactly the point the Local Highway Authority is trying to make. It is not clear how access to this site can be achieved. The access for the development on the opposite side of the A41 has effectively sterilised this whole frontage. There is no available frontage to form an access to this land even before considering any traffic and capacity problems or whether we should be adding extra accesses to the A41. The suggested roundabout could be possible but until someone looks at that you will not know what the impact will be to the A41, the existing retail development or the site. It will be offset in to 399 so takes land, it will not be cheap and it could impact viability.

**Heritage** – The nearest heritage assets are Parson's Barn and Audley Court, both Buildings of Local Interest roughly 400m distant. There are no reciprocal views between the site and either of these heritage assets.

**Ecology** – Land is rural and agricultural. Hedgerows and tree lines present on most boundaries. Protected species known in the area including one record onsite. Almost all sites will require some form of ecological assessment via Biodiversity Net Gain.

**Drainage and Flood Risk** – Offsite infrastructure may be required to enable development

##### *Evidence base documents*

**Strategic Flood Risk Assessment (SFRA)** – Site did not progress to Level 2 of the SFRA.

**Water Cycle Study (WCS) – Foul Sewerage Network:** Few Hydraulic Flood Risk Resilience (HFRR) points are reported in the far d/s of the connection points. Due to the size of the development, a potential 'high' impact risk level is assumed. **Surface Water Network:** No nearby watercourses, with the site to be connected to the surface water network. Multiple HFRR location along the flow route. Therefore, a potential 'high' risk level is assumed.

#### Stage 9 – Site Deliverability

**Suitability** – The site is located adjacent to the built up area of Newport, aligning with the Council growth strategy. The initial assessment and further technical clarifications do not indicate any critical constraints. The site is well located to the existing strategic road network allowing access to further services and facilities. The site is therefore considered suitable.

**Availability** – The applicant has provided further information regarding the owner's intention to development site for employment land. It is therefore considered available.

**Achievability** – The site has been identified as greenfield land where land is considered more viable due to the absence of existing constraints compared to previously developed land.

It is intended that the site will be delivered within 5 years and therefore within the plan period. In addition, considerations raised by highways can be suitably mitigated at a planning application stage as identified within Stage 10 of this assessment. The site is therefore considered achievable.

#### Stage 10 – Regulation 19 Conclusions

Land east of A518 Newport is located within the parish of Church Aston. It is 17.53ha and is looking to provide circa 17.53ha of employment land.

There is no planning history related to the site.

Consultation responses received in relation to the site include a mix of responses. One response was in support of the site. The other response objected due to the loss of agricultural land. These comments have been reviewed and summarised within the Regulation 18 Consultation Statement.

Stage 1 identifies that the site satisfies the threshold for site selection with Stage 2 confirming there are no hard constraints on the site.

Stage 3 identifies that the site has poor access to GP, railway station and primary school. However importantly the site has good access to the strategic road network and green space. The site also has reasonable access to jobs and employment. It is classified as greenfield land. 98% of the site is located within Medium / Low landscape sensitivity area and will need to be carefully considered.



Stage 4 states that the site has a low risk from surface water flood risk. The site di not progress to level 2 of the SFRA.

Stage 5 of the assessment raises considerations from highways and Severn Trent

Comments from the highways officer raises considerations with access to the site, with potential for a roundabout to the south west as a possible solution. This is explored further in Stage 8.

Comments from Severn Trent states that capacity issues at the sewage pumping station is expected, it is considered that this could be suitably ,mitigated at a planning application.

Stage 6 confirms that the site aligns with the Councils growth strategy as it is adjacent to the built up area of Newport.

Stage 7 states that the site has potential for employment of which the site is put forward, however consideration of the A41 needs to be taken into account.

Stage 8 provides further clarifications for highways, heritage, ecology and drainage and flood risk.

Comments from highways expands on points made in Stage 5, with access being difficult onto the A41. Again there is potential for a roundabout off the site but further detail would be needed to demonstrate this can be achieved. Through further discussions with both the applicant and local highway authority sites 399 (EC2) and 462 (EC4) have agreed to share in principle a fourth arm off the roundabout. Through further detailing it is considered that this can be suitably mitigated at a planning application stage.

Further clarifications from heritage, ecology and drainage and flood risk do not raise any critical concerns and it is considered that the considerations raised could be suitably mitigated at a planning application.

Stage 9 identifies that the site is suitable, available and achievable.

To conclude, in consideration of the available information, technical concerns raised by highways have been addressed through a fourth arm to the existing roundabout. This has been agreed in principle but further detail would be required as part of a planning application. Further detail would also be required to demonstrate the site can be suitably drained. In consideration of the constraints raised it is considered that these could be reasonably mitigated at a planning application stage. In addition, the site is well located to the strategic road network and fits with the Councils growth strategy.

**Therefore, the site is being taken forward as an allocation for employment.**

## Appendix 1 - Site photos



TWC licenced aerial photography 2016/2017





<b>Call for Site ID</b>	462
<b>Site Allocation Reference</b>	EC4
<b>Site Address</b>	Land Southeast of Newport Town Centre, TF10 9LL
<b>Parish</b>	Chetwynd Aston and Woodcote
<b>Site Area (ha)</b>	2.90
<b>Greenfield/Brownfield</b>	Greenfield
<b>Proposed use</b>	Employment
<b>Estimated Employment</b>	2.90ha
<b>Likely timeframe for development (0-5/6-10/11-15/15+ years)</b>	0-5
<b>Site Description</b>	The site is located adjacent to the built up area of Newport situated to the east. The primary distributor road A41 runs west of the site. The area is fully within a mineral safeguarding area.

### Recent Planning History

A renewal application (TWC/2012/0859) for application W2009/0948 was approved for the erection of a motorist service area comprising of a petrol filling station with ancillary shop, restaurant and motel with associated car and lorry park, tourist information and picnic facilities.

A subsequent application for lawful development was refused on the grounds that it did not constitute lawful implementation of planning permission TWC/2012/0859.

In 2017 an application for the erection of a petrol filling station with ancillary retail use, drive thru restaurant, drive thru coffee shop, pump house, shower block and 40 Bay HGV Lorry Park was refused. It was concluded that, the layout and location of the development is considered to be inappropriate in principle and also in terms of the impact on the natural environmental and environmental resources, and therefore the development does not respect and respond positively to its context or setting.

### Site Plan



N.B. Site photos are included in appendix 1



### Site selection

**Stage 1** – Sites taken forward must be capable of accommodating 5 dwellings or more, or for non-residential development 0.25ha or 500sqm of floorspace

The site size is 2.90ha and therefore over the size threshold.

Above threshold site carried forward

### Stage 2 – Initial assessment of hard constraints

There were no hard constraints identified on the site.

No hard constraint

### Stage 3 – Integrated Assessment Site Appraisal

Biodiversity Assets	Trees and hedgerows	Air Quality	Pre-1988 Grade 1, 2 or 3	Post 1988- Grade 1, 2 or 3a	Efficient use of land	Minerals	Landscape sensitivity	Visual sensitivity	Historic Environment	Flood Risk (FZ2)	Flood Risk (FZ3)	Flood Risk (SWFR)	Access to GP	Access to green space	Potential loss or provision of	Access to sports and	Potential amenity issues	Access to jobs/employees	Loss of employment land	Access to active travel	Access to bus stop/service	Access to railway station	Access to strategic road	Access to local centre	Access to primary school

### Key Statements

- Employment site so some service provision not applicable.
- Good access to road network however in medium/medium low landscape and visual sensitivity area.

### Summary used in final site selection

- The site is greenfield therefore is not considered an efficient use of land.
- The site is located within Medium / low landscape sensitivity area.
- The site is 928m from a local centre.
- There is good access to jobs in the area.
- There is moderate access to the active travel network and good access to the strategic road network.

**Note** – The boxes that have been left blank in the assessment above means they are not considered to impact the site.

**Stage 4 – Flood risk sequential & exceptions test**

Sequential Test - The site has no flood zones 2 or 3 and low risk of surface water flooding, therefore the site has been categorised as low flood risk.

Site did not progress to Level 2 of the Strategic Flood Risk Assessment.

Low flood risk

**Stage 5 – Initial Technical Assessment**

**Highways** - Planning app TWC/2017/0241 only recently refused. Access possible off A41 roundabout subject to design and capacity assessment. A41 and A518 represent a barrier to pedestrian movements although pedestrian/cycle facilities are in the area. No public transport.

**Archaeology** – No known significant archaeology.

**Heritage** – No comments.

**Ecology** – Need for surveys and potentially mitigation either onsite or offsite. Would require Habitat Regulations Assessment.

**Geotechnical** – Considered viable.

**Severn Trent** – Sewers- The site, including adjacent one, will likely connect to the 150-sewer draining to Newport - Audley Avenue 1 Sewage Pumping System (SPS). Capacity issues at the SPS is expected. Groundwater- Within Groundwater Source Protection Zone 3. Ensure EA guidance and best industry practices are employed.

**Drainage and flood risk** - No drainage infrastructure serving site, principal of drainage needs to be established.

**Education Infrastructure** – Not applicable as site was carried forward as employment allocation.

Recognised issues or  
further evidence required  
but not unsuitable

**Stage 6 – Preferred growth strategy**

Site is adjacent to the built up area of Newport – therefore aligns with the growth strategy.

Favourable site

## Stage 7 – Decision at Regulation 18

### Strategic Planning Team – Initial Officer Commentary

Site lies east of the A41. In isolation provides limited scope for development opportunities. Potentially suitable for employment type development. However, separated from built up area by A41. Previous applications for development on the site have been refused.

### Status at Regulation 18

This site was identified for employment land provision and is well connected to the strategic and/or primary route network with the potential for connection to the network.

Site was carried forward for public consultation.

## Stage 8 – Further Technical Clarification

### *Internal Consultees*

**Highways** – This was refused on Planning grounds not Highway. See the Decision Notice for issues. At the time the Local Highway Authority was presented with a proposal it could work with. Please note this was presented as a service area so was taking existing trips off the A41 corridor rather than generating new trips. A more intensive use may not be acceptable. No information has been given to define the development and no assessment has been carried out.

**Heritage** – No nearby heritage assets which would be impacted by development here.

**Drainage and Flood risk** – The site needs to demonstrate that it can be suitably drained without affecting flood risk offsite and without affecting the new proposed development. A point of outfall will need to be identified. If the principal of drainage cannot be demonstrated (and it's not obvious that it can be from a desktop assessment) then the Lead Local Flood Authority would object to a planning application

### *Evidence base documents*

**Strategic Flood Risk Assessment (SFRA)** – Site did not progress

**Water Cycle Study (WCS)** – Foul Sewerage Network: Few Hydraulic Floor Risk Resilience (HFRR) points reported in the far d/s of the connection point. Sites 398, 462 and 472 are adjacent to each other, thus a potential 'high' risk level is assumed. Surface Water Network: No nearby watercourses, with the site to be connected to the surface water network. Multiple HFRR locations along the floor route. With the abovementioned sites being adjacent, a potential 'medium' risk level is assumed.

## Stage 9 – Site Deliverability

**Suitability** – The site is well located due to its location adjacent to the built up area of Newport. The initial assessment and further clarifications do not indicate any critical constraints that could not be dealt with at a planning application. The site is also within proximity to a number of services and facilities. It is therefore considered suitable.

**Availability** – The applicant has provided further information regarding the owner's intention to develop on site for employment use. It is therefore considered available.

**Achievability** – The site has been identified as greenfield land where land is considered more viable due to the absence of existing constraints compared to previously developed land.

It is intended that the site will be delivered within 5 years and therefore within the plan period. In addition, considerations raised by highways can be suitably mitigated at a planning application stage as identified within Stage 10 of this assessment. The site is therefore considered achievable.

#### **Stage 10 – Regulation 19 Conclusions**

Land southeast of Newport within the parish Chetwynd Aston and Woodcote. The site 2.90ha and is looking to provide circa 2.90 of employment land.

The site has a history of planning applications going back to 2009 where an application was granted for a motorist service area. Subsequent applications have since been refused due to environmental and natural impacts. This will be explored further below.

Consultation response received in relation to the site objected to the loss of agricultural land. These comments have been reviewed and summarised within the Regulation 18 consultation statement.

Stage 1 identifies that the site satisfies the threshold for site selection with Stage 2 confirming there are no hard constraints.

Stage 3 identifies a number of services and facilities within proximity to the site, importantly this includes good access to jobs and employment and the strategic road network. The site is reasonably located to a local centre as well existing transport infrastructure. The site is classified as greenfield land.

Stage 4 states that the site is at low risk of surface water flooding. The site did not progress to the second stage of the Strategic Flood Risk Assessment.

Stage 5 of the assessment raises considerations from both highways and drainage and flood risk.

The highways officer considered a previous application that was recently refused but states that access is possible off the A41 roundabout subject to design and capacity assessment. This is explored further in Stage 8.

The drainage and flood risk officer states that there is no drainage infrastructure and therefore principal of drainage would need to be established at a planning application.

Stage 6 confirms that the site aligns with the Council's growth strategy as it's adjacent to the urban boundary of Newport.

Stage 7 considers that the site should be put forward for employment development due to its access to the A41 and its ideal location adjacent to the Newport built up area.

Stage 8 provides further clarification for highways, heritage and drainage and flood risk.

The highways officer clarifies that the planning application referenced in Stage 5 was refused on planning grounds not highways. At the time the Local Highway Authority was presented with a proposal that was deemed feasible. Through further discussions with both the applicant and local highway authority sites 399 (EC2) and 462 (EC4) have agreed to share in principle a fourth arm off the roundabout. Through further detail it is considered that this can be suitably mitigated at a planning application stage.

The drainage and flood risk officer states the site needs to demonstrate that it can be suitably drained without affecting flood risk offsite and without affecting the site allocation.

Stage 9 identifies that the site is suitable, available and achievable.

To conclude, in consideration of the available information, technical concerns raised by highways have been addressed through a fourth arm to the existing roundabout. This has been agreed in principle but further detail would be required as part of a planning application. Further detail would also be required to demonstrate the site can be suitably drained. In consideration of the constraints raised it is considered that these could be reasonably mitigated at a planning application stage. In addition, the site is well located to the strategic road network and fits with the Councils growth strategy.

**Therefore, the site is being taken forward as an allocation for employment.**

## Appendix 1 - Site photos



TWC licenced aerial photography 2016/2017



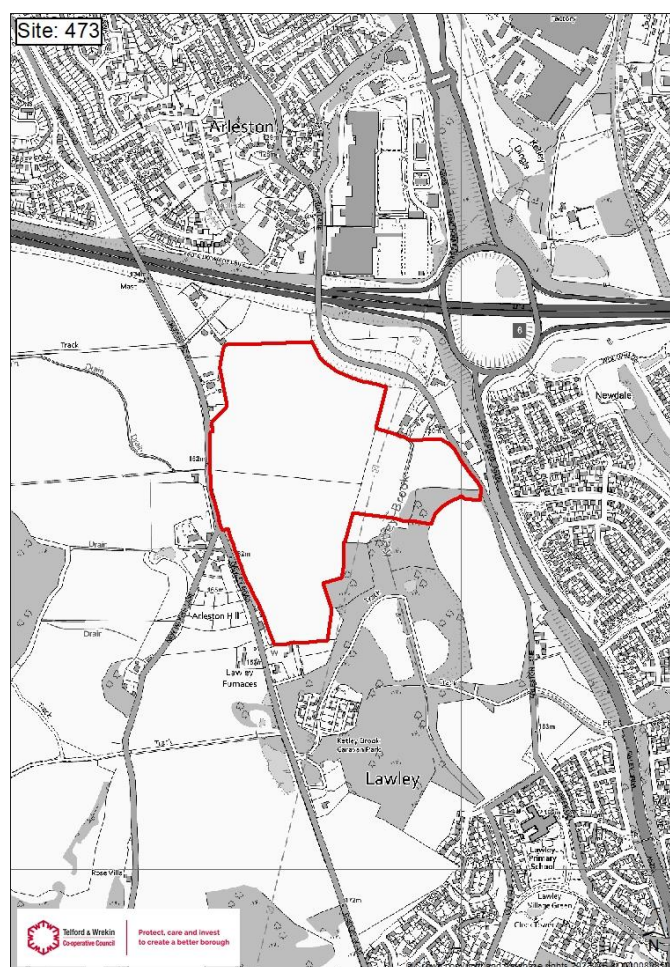


<b>Call for Site ID</b>	473
<b>Site Allocation Reference</b>	EC1
<b>Site Address</b>	Land East of Dawley Road, Lawley
<b>Parish</b>	Lawley & Overdale
<b>Site Area (ha)</b>	20.19
<b>Greenfield/Brownfield</b>	Greenfield
<b>Proposed use</b>	Employment
<b>Estimated Employment</b>	20.19ha
<b>Likely timeframe for development (0-5/6-10/11-15/15+ years)</b>	0-5
<b>Site Description</b>	The site is located south of the Ketley Dingle Interchange and is adjacent to the built up area of Telford. It is wholly within a mineral safeguarding area. The site was previously opencast

### Recent Planning History

Modification of condition 40(iii) (Ref: W2003/0339) was withdrawn of planning permission W86/0365 a proposed opencast fireclay and coal extraction and installation of mineral processing area, and construction of site infrastructure/access roads.

### Site Plan



N.B. Site photos are included in appendix 1

### Site selection

**Stage 1** – Sites taken forward must be capable of accommodating 5 dwellings or more, or for non-residential development 0.25ha or 500sqm of floorspace

The site size is 20.19ha and therefore over the size threshold.

Above threshold site carried forward

### Stage 2 – Initial assessment of hard constraints

There were no hard constraints identified on the site.

No hard constraint

### Stage 3 – Integrated Assessment Site Appraisal

Biodiversity Assets	Trees and hedgerows	Air Quality	Pre-1988 Grade 1, 2 or 3	Post 1988- Grade 1, 2 or 3a	Efficient use of land	Minerals	Landscape sensitivity	Visual sensitivity	Historic Environment	Flood Risk (FZ2)	Flood Risk (FZ3)	Flood Risk (SWFR)	Access to GP	Access to green space	Potential loss or provision of	Access to sports and	Potential amenity issues	Access to jobs/employees	Loss of employment land	Access to active travel	Access to bus stop/service	Access to railway station	Access to strategic road	Access to local centre	Access to primary school

### Key Statements

- Employment submission, moderate distances from active travel network and train station.
- Scores poorly in air quality and is not considered an efficient use of land.

### Summary used to help inform final site selection

- The site is located in a medium/ high landscape sensitivity area.
- The site is located 253m from a listed building.
- The site is located 1,343m from a local centre.
- The site has moderate access to the active travel network.

**Note** – The boxes that have been left blank in the assessment above means they are not considered to impact the site.

**Stage 4 – Flood risk sequential & exceptions test**

The site has no flood zones 2 or 3 and low risk of surface water flooding, therefore the site has been categorised as low flood risk.

Site progressed to Level 2 of the Strategic Flood Risk Assessment.

Low flood risk

**Stage 5 – Initial Technical Assessment**

**Highways** - Likely to exasperate network capacity issues at the Cock Hotel junction where there is no real solution due to land constraints. Access should be sought through Site 454 adjacent and onto A5223. Needs to form part of wider Lawley and Horsehay corridor modelling.

**Archaeology** – No known significant archaeology.

**Heritage** – No comments.

**Ecology** – Need for surveys and potentially mitigation either onsite or offsite. Small area of green network woodland would need to be retained.

**Geotechnical** – Shallow mining affected, faults and drift indicated. Opencast within site. Considered viable.

**Severn Trent** – Sewers- Lawley Village Growth. Significant cumulative growth impact on network. Also, there are reported flooding location further downstream. Groundwater – No comments.

**Drainage and flood risk** – Doesn't appear to be served by sewerage infrastructure so principle of drainage needs to be established first. Does have a stream running through the site which should be kept open. Former Open cast mining in and around site with water currently draining into mine workings. This is contributing to low Water Framework Directive status because of zinc and should be addressed.

**Education infrastructure** – Not applicable as site is employment submission.

Overall favourable

**Stage 6 – Preferred growth strategy**

Site is adjacent to the built up area of Telford – therefore aligns with the growth strategy.

Favourable site

## Stage 7 – Decision at Regulation 18

### Strategic Planning Team – Initial Officer Commentary

Site promoted for Employment development and is fitting with Growth Strategy. Site is well located to the Strategic Highway Network.

### Status at Regulation 18

This site has been identified for employment land provision and is well connected to the strategic and/or primary route network with the potential for connection to the network.

Site was carried forward for public consultation.

## Stage 8 – Further Technical Clarification

### *Internal Consultees*

**Highways** – Chronic and worsening queuing at Cock Hotel signals should severely restrict numbers on this site. Issues at the signals are worse now than when the initial highways comment were made in 2021. Rat running of Arleston Lane is becoming an ever increasing issue as a result. Discussions with the site promotor have taken place and they are looking to pursue an access off Lawley Drive A5223 instead of using Dawley Road.

**Heritage** – No heritage assets in the vicinity.

**Ecology** – The Green Network is 0.73ha of the 18.79ha site. Its functions and principles should be retained through the design and operation of the development. It is likely that this can be stacked with Biodiversity Net Gain (BNG) and Greening Factor.

**Drainage and Flood risk** – There are elevated levels of zinc and aluminium in the watercourse downstream causing it to be "poor" under the Water Framework Directive, and therefore the Government has a legal duty to work on improving the watercourse status. Any sources or pathways of this pollution from the site will need to be addressed i.e. a developer wouldn't be able to leave the status quo as is. The obvious is to intercept runoff into the mineworkings and put it directly into the watercourse.

### *Relevant evidence base documents*

**Strategic Flood Risk Assessment (SFRA)** – There is a flow route through eastern section of site.

**Water Cycle Study (WCS)** – Foul Sewerage Network: Few Hydraulic Flood Risk Resilience (HFRR) points reported in d/s of connection point. Considering the size of the development, a potential 'high' impact risk level is assumed. Surface Water Network: Near to water course.

## Stage 9 – Site Deliverability

**Suitability** – The site is well located in terms of its proximity to the built up area of Telford, aligning with the Councils growth strategy. A number of limited concerns have been raised



regarding highways and drainage and flood risk at Stage 5 and 8. However further evidence provided at Stage 10 demonstrates that these matters can be dealt with at the design stage. The site is therefore considered suitable.

**Availability** – The applicant has provided information regarding the owner's intention to develop the site for employment use. It is therefore considered available.

**Achievability** – The site has been identified as greenfield land where land is considered more viable due to the absence of existing constraints compared to previously developed land.

It is intended that the site will be delivered within 5 years and therefore within the plan period. In addition, no critical issues regarding the deliverability and viability of the site have been identified. The site is therefore considered achievable.

#### **Stage 10 – Regulation 19 Conclusions**

Land east of Dawley Road is located within the parish of Lawley & Overdale and adjoins the built up area of Telford. It is 20.19ha and is looking to provide employment land.

A country matter was granted in 1986 for the proposed opencast fireclay and coal extraction and installation of mineral processing area, and construction of site infrastructure/access roads. A following application to extend the restoration period was withdrawn in 2003.

A number of consultation responses were received in relation to the site objecting for the following reasons: loss of agricultural land; access to the site; topography; proximity to other employment uses impact on existing highway. These comments have been reviewed and summarised within the Regulation 18 Consultation Statement.

Stage 1 identifies that the site satisfies the threshold for site selection with Stage 2 confirming there are no hard constraints on the site.

Stage 3 shows the site has reasonable access to active travel routes and a railways station. The site has poor air quality due to potential HGV generating use within 2km of an A road. The site also poor access to a local centre and primary school. It is classified as greenfield land.

Stage 4 identifies that the site is at low risk from surface water flooding. The site progressed to Level 2 of the SFRA.

Stage 5 of the assessment raises considerations with Highways and drainage and flood risk.

The highways officer considers that the site is likely to exasperate network capacity issues at the Cock Hotel junction with access being sought through an adjacent site to the south and onto A5223. This is explored further within Stage 8 of this assessment.

Drainage and flood risk considers that the principle of drainage needs to be addressed this is considered further within Stage 8.

Stage 6 confirms that the site aligns with the Council's growth strategy as it is adjacent to built up area of Telford.



Stage 7 reiterates the site fits with the Council's growth strategy as well as having good access to the Strategic Road Network.

Stage 8 provides further clarifications for highways, heritage and flood risk and drainage.

The highways officer further considers the impact on the Cock Hotel Junction stating that the situation has worsened. In addition, Site 454 is not being brought forward as a proposed allocation. Following further discussions regarding access to the site, an alternative option has been put forward that does not utilise the allocation to the south nor future development to the southeast of the site. However two issues will need to be addressed as part of a future planning application. 1) No right turn onto to junction would work as its unenforceable and we would not want to restrict right turners using the signal junction to access the A5223 and the M54. 2) A give way junction should ideally be located further west to provide the maximum offset from the signal junction and allow right turners out of Arlestone Lane the opportunity to join the back of the queue, to minimise ushering or blocking. Further design specifics may be dependent on the current application to the southeast of the site.

Drainage and flood risk provide further detail that would need to be addressed regarding the watercourse, it is considered that this can be dealt with through a future planning application.

Heritage confirms that there are no issues.

Further evidence through the SFRA confirms that there is a flow route through the eastern section of site. In line with drainage and flood risk comments it is considered that this could be suitably mitigated through a future planning application.

Stage 9 identifies that the site is suitable, available and achievable.

To conclude, in consideration of the available information, initial and further concerns raised by the highways team can be addressed by design at application stage. Further considerations from drainage and flood risk as well as information covered within the SFRA can be dealt with through a future planning application. The site is considered to fit with the Council's growth strategy.

**Therefore the site is being taken forward as an allocation for employment.**

## Appendix 1 - Site photos



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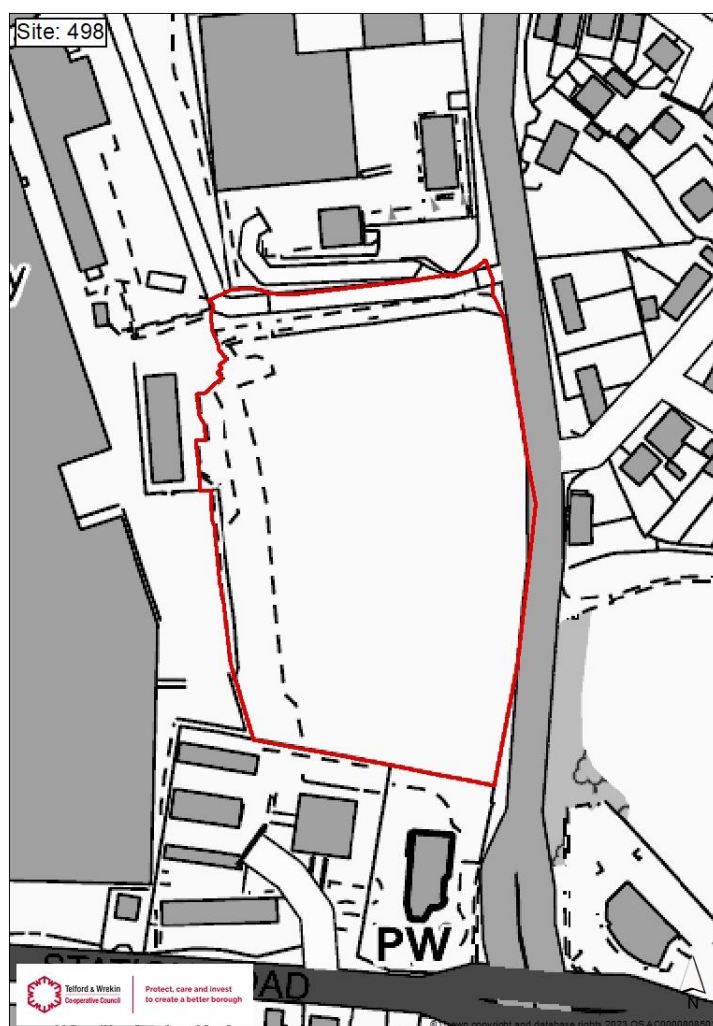


<b>Call for Site ID</b>	498
<b>Site Allocation Reference</b>	EC5
<b>Site Address</b>	Land at Aga Rangemaster, Waterloo Road, TF1 4AQ
<b>Parish</b>	Ketley
<b>Site Area (ha)</b>	1.67
<b>Greenfield/Brownfield</b>	Brownfield
<b>Proposed use</b>	Employment
<b>Estimated Employment Area</b>	1.67ha
<b>Likely timeframe for development (0-5/6-10/11-15/15+ years)</b>	0-5
<b>Site Description</b>	The site is located within Ketley in the built up area of Telford. The site is currently brownfield land with adjacent employment units. To the east is Ketley Recreational Play Area.

### Recent Planning History

No planning history.

### Site Plan



N.B. Site photos are included in appendix 1

### Site selection

**Stage 1** – Sites taken forward must be capable of accommodating 5 dwellings or more, or for non-residential development 0.25ha or 500sqm of floorspace

The site size is 1.67ha and therefore over the size threshold.

Above threshold site carried forward

### Stage 2 – Initial assessment of hard constraints

There were no hard constraints identified on the site.

No hard constraint

### Stage 3 – Integrated Assessment Site Appraisal

Biodiversity Assets	Trees and hedgerows	Air Quality	Pre-1988 Grade 1, 2 or 3	Post 1988- Grade 1, 2 or 3a	Efficient use of land	Minerals	Landscape sensitivity	Visual sensitivity	Historic Environment	Flood Risk (FZ2)	Flood Risk (FZ3)	Flood Risk (SWFR)	Access to GP	Access to green space	Potential loss or provision of	Access to sports and	Potential amenity issues	Access to jobs/employees	Loss of employment land	Access to active travel	Access to bus stop/service	Access to railway station	Access to strategic road	Access to local centre	Access to primary school

### Key Statements

- Good access to local centre, bus stop, open space/recreation, and active travel.
- Intermediate access to train station.
- Distance to primary school and GP surgery not measured.

### Summary used to help inform final site selection

- The site is located on brownfield land therefore is considered an efficient use of land.
- The site is located 280m from a local centre.
- The site is located 75m from public open green space.
- The site has moderate access to the active travel network.
- The site has good access to jobs in the area.

**Note** – The boxes that have been left blank in the assessment above means they are not considered to impact the site.

**Stage 4 – Flood risk sequential & exceptions test**

Sequential Test – The site has no flood zones 2 or 3 and low risk of surface water flooding, therefore the site has been categorised as low flood risk.

Site was progressed to Level 2 of the Strategic Flood Risk Assessment.

Low flood risk

**Stage 5 – Initial Technical Assessment**

**Highways** - Dependent on the requisite parking provision and impact on Ketley Crossroads signals.

**Archaeology** – No comments

**Heritage** – No comments.

**Ecology** – Green Network (GN) but single function - recreation and sports provision no longer in use. GN not considered a constraint to development. No ecological constraints.

**Geotechnical** – Nonstandard foundations required, considered viable.

**Severn Trent** – Sewers – Low Risk. Groundwater – Within Groundwater Source Protection Zone (SPZ) 3 >2km from SPZ2. Ensure Environment Agency guidance and best industry practices are employed.

**Drainage and flood risk** - Possible mines water/watercourse crossing site.

**Education infrastructure** - North Central planning area consists of six primary schools: Apley Wood, Hadley Learning Community (HLC) Primary, Meadows Primary, Millbrook, Queenswood and Wombridge. Four of the sites are not suitable for expansion, due to previous expansion or site constraints. Millbrook could be expanded, but would require funding including developer contributions, there are plans to expand to 2 Form Entry (FE) when the Maxell site builds through, this will provide an additional 70 places. Expansion of the HLC site is almost prohibitive due to it being Private Finance Initiative (PFI) build. Apley Wood has minimal scope for expansion. North Telford Planning area consists of five secondary schools: Charlton, Ercall Wood, HLC, Holy Trinity, and Telford Priory. There is potential to expand Holy Trinity by 300 places, if allowed this will take the Holy Trinity to 900 places, plus 150 post 16 places. There is limited scope to expand HLC due to costs involved in expanding a PFI school. Ercall Wood and Charlton are potentially expandable by 150 places. There is a lot of potential sites to the north of this planning area around Muxton, Wappenshall, Humbers, Shawbirch if a large proportion of these sites were to be permitted there would be a need to look at a secondary school to accommodate these sites. A suitable site would be required, and discussion would be needed to ensure that costs for the secondary school were fairly spread across these sites.

Recognised issues or further evidence required but not unsuitable



#### Stage 6 – Preferred growth strategy

Site is within the urban boundary of Telford – therefore aligns with the growth strategy.

Favourable site

#### Stage 7 – Decision at Regulation 18

##### Strategic Planning Team – Initial Officer Commentary

Good site for employment uses given location in urban area, close to M54 junction.

##### Status at Regulation 18

This site has been identified for employment land provision and is well connected to the strategic and/or primary route network with the potential for connection to the network.

Site was carried forward for public consultation.

#### Stage 8 – Further Technical Clarification

##### *Internal Consultees*

**Highways** – Ketley Crossroads currently operates under fixed programme timings and requires an upgrade to MOVA optimisation via new detectors and controller equipment. Current plans are for the proposed ALDI on the old Shropshire Star site to fund this work in full. Post installation surveys will be required to assess available capacity in the junction and inform development.

**Archaeology** – No known significant archaeological remains identified and no constraint to site deliverability relating to archaeological matters.

**Heritage** – No heritage assets in the vicinity.

**Drainage and Flood risk** – Either require a diversion or a development easement. Depth and size means that it sterilises a large portion of the site, which is why the current proposal is to raise it back to ground level as an open watercourse, while maintaining any lower level flows to the previous ground level

##### *Evidence base documents*

**Strategic Flood Risk Assessment (SFRA)** – Needs further investigation to understand where SW ponding originates

**Water Cycle Study (WCS)** – Foul Sewerage Network: Assume to small sized site. No Hydraulic Floor Risk Resilience (HFRR) points in the immediate vicinity. A potential low' impact risk level is assumed. Surface Water Network: No nearby watercourses, with the site to be connected to the surface water network.

### Stage 9 – Site Deliverability

**Suitability** – The site is well located due its location with the built up area of Telford, aligning with the Council's growth strategy. The initial assessment and further technical clarifications do not indicate any critical constraints. The site is also within proximity to a number of services and facilities. It is therefore considered suitable.

**Availability** – The applicant has provide information regarding the owner's intention to develop the site for employment use. It is therefore considered available.

**Achievability** –The site has been identified as brownfield land where land is considered less viable due to being previously developed land with a higher likelihood for existing constraints compared to greenfield land.

It is intended that the site will be delivered within 5 years and therefore within the plan period. In addition, no critical issues regarding the deliverability and viability of the site have been identified. The site is therefore considered achievable.

### Stage 10 – Regulation 19 Conclusions

Land at AGA is located within the parish of Ketley. It is in the built up area of Telford and is 1.67ha and is looking to provide employment land.

There is no planning history associated with the site.

Consultation received in relation to the site supported development.

Stage 1 identifies that the site satisfies the threshold for site selection with Stage 2 confirming there are no hard constraints.

Stage 3 identifies a number of services and facilities within proximity to the site, importantly this includes good access to jobs and employment as well as the local centre. There is also good access to existing transport infrastructure. It is classified as brownfield land.

Stage 4 states that the site is at low risk of surface water flooding. The site progressed to Level 2 of the SFRA.

Stage 5 of the assessment raises considerations with highways and ecology.

The highways officer states the site is dependable on parking provisions and the impact of Ketley crossroads. This is explored further in Stage 8.

Comments from the drainage and flood risk officer considers that there are possible mines water/watercourse crossing the site. This is explored further in Stage 8.

Stage 6 confirms that the site aligns with the Council's growth strategy as it's within the urban boundary of Telford.

Stage 7 states that is good form employment use due to its location in Telford and its accessibility to the M54.

Stage 8 provides further clarification for a number of consultees including highways and drainage and flood risk.

The highways officers further considers the impacts of the Ketley Crossroads stating that post installation surveys will be required to assess available capacity in the junction and inform development. Taking into account comments from Stage 5 regarding as well as the impact of Ketley Crossroads it is considered that this could be suitably mitigated through the submission of further evidence at a planning application.

The drainage and flood risk officer further considers the potential impact of watercourse on site. It is considered that when bringing the site forward the site will either require a diversion or a development easement. It is considered this could be dealt with through a planning application.

Further comments from heritage and archaeology did not raise any concerns with the site.

Stage 9 identifies that the site is suitable, available and achievable.

To conclude, in consideration of the available information, all technical constraints can be reasonably mitigated and the site fits with the Councils growth strategy.

**Therefore, the site is being taken forward as an allocation for employment.**

## Appendix 1 - Site photos



TWC licenced aerial photography 2016/2017







