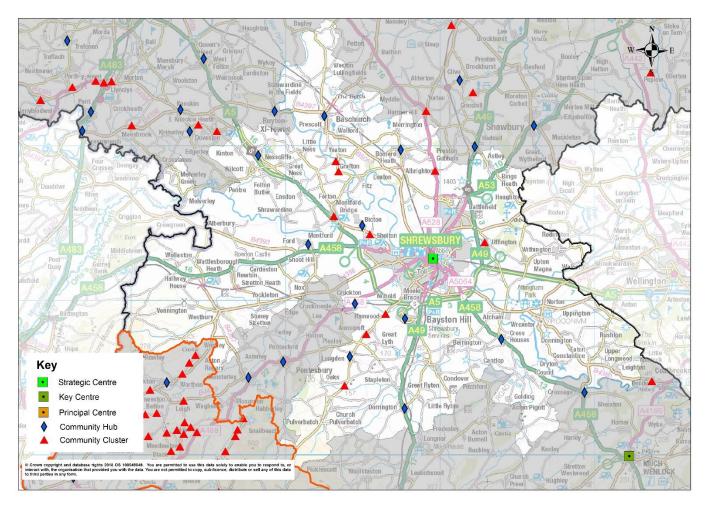
19. Shrewsbury Place Plan Area

19.1. The Shrewsbury Place Plan Area is in central Shropshire. The Place Plan area contains the Strategic Centre of Shrewsbury; the proposed Community Hubs of Baschurch, Bayston Hill, Bicton, Bomere Heath, Cross Houses, Dorrington, Ford, Hanwood, Longden, Minsterley, Nesscliffe and Pontesbury; and numerous smaller villages and hamlets, many of which have opted in as parts of Community Clusters.



Settlement Type	Name
Strategic Centre:	Shrewsbury
Community Hubs:	 Baschurch Bayston Hill Bicton Bomere Heath Cross Houses Dorrington Ford Hanwood Longden Nesscliffe
Community Clusters:	AlbrightonFour Crosses area

Settlement Type	Name		
	Grafton and Newbanks		
	Hook-a-gate, Annscroft and Longden Common		
	Montford Bridge West		
	Uffington		

19.2. If your village is not included in the list of proposed Community Hubs or Community Clusters above, then this means that it will be 'countryside' for planning policy purposes, where new development is strictly controlled in accordance with national and local planning policies.

Strategic Centre: Shrewsbury

Development Strategy

- 19.3. Shrewsbury will continue to act as the County's Strategic Centre, and will therefore have a particularly important role in supporting the County's housing and economic growth aspirations to 2036.
- 19.4. Having taken into account existing development commitments the Council considers there is a need to deliver the following additional levels of growth up to 2036:
 - Housing: 3,645 dwellings (gross guideline including commitments is 8,625 dwellings).
 - Employment: 50 hectares (gross guideline including commitments is 91 hectares).
- 19.5. The Local Plan will support achievement of these development guidelines by:
 - Releasing significant areas of new land for development on the edge of the town:
 - Utilising opportunities to redevelop existing development sites, particularly in the and around the town centre;
 - Ensuring that new development is sustainable and responds to opportunities to deliver enhancements to design quality, green infrastructure and enhancing connectivity and movement.
- 19.6. The Local Plan Review will set the scale of growth for the town and identify site allocations to support delivery. However, a number of things will influence the development strategy, in particular the final version of the Shrewsbury Big Town Plan prepared to support the aspirations of Shrewsbury Town Council, Shrewsbury's Business Improvement District (BID) and Shropshire Council. Whilst not a formal part of the Development Plan, the Big Town Plan has established a compelling and challenging shared vision and development framework for the town, and will act as part of the evidence base in the ongoing preparation of the Local Plan Review.
- 19.7. At the heart of the Big Town Plan is the aspiration for the town to achieve balanced growth. This means providing greater encouragement to deliver housing and commercial development in and around the town centre to complement the delivery of new development on the edge of the town. This aspiration responds directly to the need to enhance physical connectivity between places and to re-think the role of town centres, particularly in the light of changes to the retail sector.

- 19.8. It is important that the development strategy for Shrewsbury provides flexibility to deliver the aspirations of the Big Town Plan's balanced growth approach. It is therefore considered appropriate to allow for a 'windfall' allowance of around 40% of the total additional land required, to be delivered on sites within the town's development boundary, including within and on the edge of the town centre. This equates to the delivery of around 1,500 dwellings over the plan period to 2036. This will be supplemented by the delivery of around 60% of new development on sites on the edge of the town.
- 19.9. In support of the windfall allowance, the Council's evidence contained in the Strategic Land Availability Assessment (SLAA) identifies a range of likely development opportunities within the existing development boundary. In addition, it is considered other significant redevelopment opportunities are likely to come forward within the plan period, including sites within and on the edge of the town centre, especially as the key priorities of the Big Town Plan are delivered.
- 19.10. The table and map below identify the Council's preferred site allocations.

 Together these sites have the potential to accommodate around 2,150 dwellings. The Development Guidelines proposed provide further information on how these sites can be developed in a sustainable manner, but at this stage are not exhaustive.
- 19.11. It is acknowledged the scale of growth proposed on the western side of town is significant. It is therefore proposed that ahead of the formal submission of the Plan later in 2019 a comprehensive traffic modelling exercise will be undertaken to identify likely strategic improvements required to the local and strategic highway network. This will be carried out in discussions with Highways England.

Summary of residential requirements

	Number of Dwellings
Preferred dwelling guideline 2016-2036	8,625
Dwellings completed in 2016-17*	733
Dwellings committed as at 31st March 2017*	4,246
Remaining dwelling requirement to be identified	3,646
Dwellings to be allocated	2,150
Balance/Windfall allowance**	1,496

^{*}Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018. **Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Summary of employment land requirements

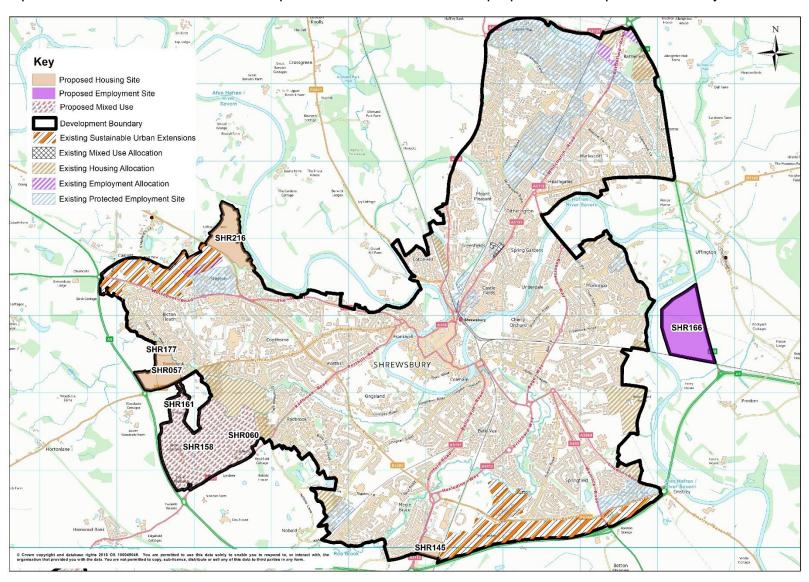
	Employment Land (Ha)
Preferred employment land guideline 2016-2036	91
Commitments and allocations as at 31st March 2017*	41
Employment land shortfall	50
Employment land to be allocated	65
Balance/Windfall allowance**	0

^{*}Analysis of Employment Supply at 31st March 2018 will be provided towards the end of 2018.

^{**}Local Plan policies will allow flexibility for appropriate windfall development.

Proposed Development Boundary and Preferred Site Allocations

19.12. The map below identifies the location of the preferred allocations and the proposed development boundary for Shrewsbury:



19.13. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
SHR158/ SHR060/ SHR161	Land between Mytton Oak Road and Hanwood Road, Shrewsbury	Approx. 40ha (residential) Approx. 20ha (commercial) Approx.35ha (green spaces, community uses, other on-site infrastructure)	1,200 dwellings	This is a significant additional Sustainable Urban Extension (SUE) development opportunity for the town. Development will be progressed in a comprehensively planned way, subject to an agreed masterplan reflecting the objectives of the Big Town Plan. This will include a mix of uses, including substantial residential development, commercial land and potentially additional community, leisure and retail uses, where these would not impact on the viability of the town centre. Due to the scale of the site it is likely delivery will continue beyond 2036 into the next plan period. The total site area of land proposed is around 100 hectares. However, to ensure a suitable balance of development it is considered around 40 hectares will be required for residential purposes (to deliver around 1,200 dwellings) and around 20 hectares will come forward for employment purposes. There are significant opportunities to enhance infrastructure as part of this development. Vehicular access will be served from both Mytton Oak Road and Hanwood Road and will support the creation of a circular link road sufficient to sustain a bus route. Where necessary improvements to the Local and Strategic Road Networks will be funded through the development. Development will support the creation of and enhancements to existing green corridors as part of the Big Town Plan's wider strategy to improve the town's green network. This will also support enhancements to pedestrian and cycle links in this area of town.
SHR057 (part) / SHR177	Land North of Mytton Oak Road, Shrewsbury	Approx. 25ha	500 dwellings	Development to come forward as part of a comprehensive scheme to enable the delivery of sustainable residential development. Vehicular access will be from Mytton Oak Road. Development will be expected to reflect the key objectives of the Big Town Plan. Development will be expected to contribute to the delivery of enhancements to green infrastructure and wherever possible create green linkages with other existing and planned development sites in the west of the town.
SHR216	Land at Holyhead Road, Shrewsbury	Approx. 23ha	300 dwellings	Development to be comprehensively planned, and should be the subject of a masterplan and appropriate phasing. Vehicular access could be provided from an additional arm to the proposed roundabout at the junction of the Oxon Link Road (currently subject to a

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
				planning application) and Holyhead Road. This will require further transport modelling to ensure the design of the proposed roundabout continues to be appropriate. Alternatively, it is considered access could be achieved from Holyhead Road. Whilst residential-led, the site will be expected to support the provision of additional employment land on land adjacent to Holyhead Road. Land to the south of the site to be protected for the delivery of a section of the proposed North-West Relief Road (NWRR). Development will be expected to make an appropriate financial contribution to the development of that section of the proposed NWRR. Development will be expected to contribute to the enhancement of green infrastructure and wherever possible create new green linkages with other existing and planned development sites. Enhancements to the Severn Way Bridleway which bisects the site will be required. Appropriate landscape buffering will be provided, in particular to the north of the site at Spring Coppice and to the east of the site at Shelton Rough adjacent to the River Severn.
SHR145	Land South of Meole Brace Retail Park, Shrewsbury	Approx. 6ha	150 dwellings	Development to provide residential development with the potential for extra care / assisted living facilities. Development to be served by a new access from Hereford Road. Whilst there is a preference to retain an access into the retail park, it is envisaged the current road alignment will be remodelled to avoid 'rat running' and to support an improved road layout.
SHR166	Land to the west of the A49, Shrewsbury	Approx. 45ha	18 hectares of employment land	This site offers the opportunity for a significant new employment area to the east of the town. Access is proposed from the A49, which also provides a defined boundary to the site. It is envisaged this site could be development for a wide range of employment uses including B1, B2 and B8. A small proportion of the site is within Flood Zones 2 and/or 3 and this will need to be considered in the layout and design of development.

Community Hubs

19.14. Shropshire Council has undertaken an assessment of the local services, facilities, employment and public transport links available within rural settlements, in order to identify those which are considered to function as Community Hubs. This assessment is summarised within the Hierarchy of Settlements evidence base document available via the Shropshire Council website at: http://shropshire.gov.uk/planning-policy/local-plan/local-plan-partial-review-2016-2036/

Baschurch

19.15. Baschurch is a large village to the north of Shrewsbury, which benefits from a good range of services and facilities. The village is already identified as a Community Hub in the adopted SAMDev Plan, and as such has experienced several housing schemes over the last few years, as well as having a significant number of planning commitments which will be built out in the next few years. This committed level of growth has been taken into account in setting a new housing guideline figure for the village up to 2036.

Development Strategy

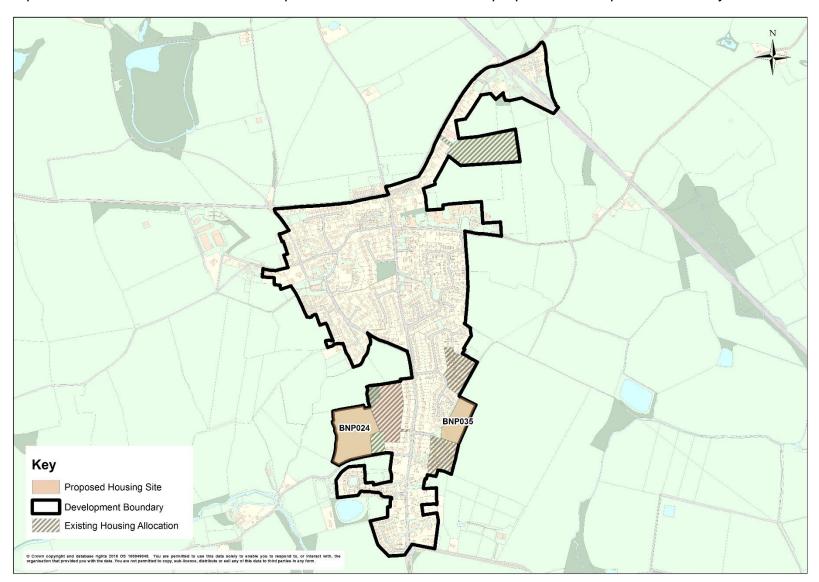
- 19.16. Over the period to 2036, around an additional 88 dwellings will provided to supplement the existing committed sites. This will provide the opportunity to deliver a range of accommodation types to help meet local housing needs as evidenced through local housing needs surveys.
- 19.17. In considering options for further housing it is considered land to east and west of the village has more potential to encourage greater accessibility to existing services. Two site allocations are therefore proposed to deliver around 55 dwellings. These are detailed on the map and table below. A key development requirement of the delivery of these two schemes will be the enhancement of the existing junction at Shrewsbury Road which is proposed to service both sites. The delivery of BNP024 will also further support the delivery of the proposed replacement medical facility on the adjoining site currently under development.
- 19.18. It is considered the balance of housing can be sustainably delivered over the plan period by infilling, groups of houses and conversions on suitable sites within the development boundary, and on exceptions schemes on appropriate sites on the edge of the village. However, with regard to site BNP024 it is considered there may be an opportunity to develop further west especially if this would enable further community benefit, although at this stage this land is not available for allocation.

	Number of Dwellings
Preferred dwelling guideline 2016-2036	360
Dwellings completed in 2016-17*	48
Dwellings committed as at 31st March 2017*	224
Remaining dwelling requirement to be identified	88
Dwellings to be allocated	55
Balance/Windfall allowance**	33

^{*}Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018. **Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocations

19.19. The map below identifies the location of the preferred allocations and the proposed development boundary for Baschurch:



19.20. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
BNP024	Land to the west of Shrewsbury Road, Baschurch	3.1	35 dwellings	Development to use the existing vehicular access through the recently developed site off Shrewsbury Road (14/01123/OUT). Site to be developed at a low density and to include significant open space to reflect the character of its 'edge of village' location. Development to further support the delivery of the medical practice on the adjoining land. Enhancements to the main access junction onto Shrewsbury Road will be sought. It is considered there may be a further opportunity to develop land to the west of this site (not currently available) in order to provide a comprehensive scheme.
BNP035	Land to the East of Prescott Fields, Baschurch	1.2	20 dwellings	Development to provide for a low density scheme which will include: the delivery of a firm development edge to the eastern part of the site to ensure development is suitably contained; contribution to local highway improvements in order to secure a safe access.

Bayston Hill

- 19.21. Bayston Hill is a large urban village located to the south of Shrewsbury. Due to the proximity between these settlements, the retention of the Green Gap to the north of Bayston Hill is understood to be a key community priority.
- 19.22. In 2016, Bayston Hill has a population of 5,156 people and there were 2,204 dwellings. The village offers a good range of local services and facilities and also benefits from access to many of the services and facilities available within Shrewsbury.
- 19.23. Bayston Hill is identified as a Community Hub within the current Local Plan and as it is considered to be a sustainable location it has again been identified as a proposed Community Hub within the ongoing Local Plan Review. As such it will have a development boundary to provide certainty for communities and the development industry.
- 19.24. Identified infrastructure priorities for Bayston Hill include:
 - Improvements to Stanley Park.
 - Reinforcement of Bayston Hill primary electricity substation.
 - Improvements to the accesses onto the A49.
 - Pedestrian crossings on the A49.
 - Further information on infrastructure constraints and priorities are available within the Shrewsbury Place Plan.
- 19.25. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.

Development Strategy

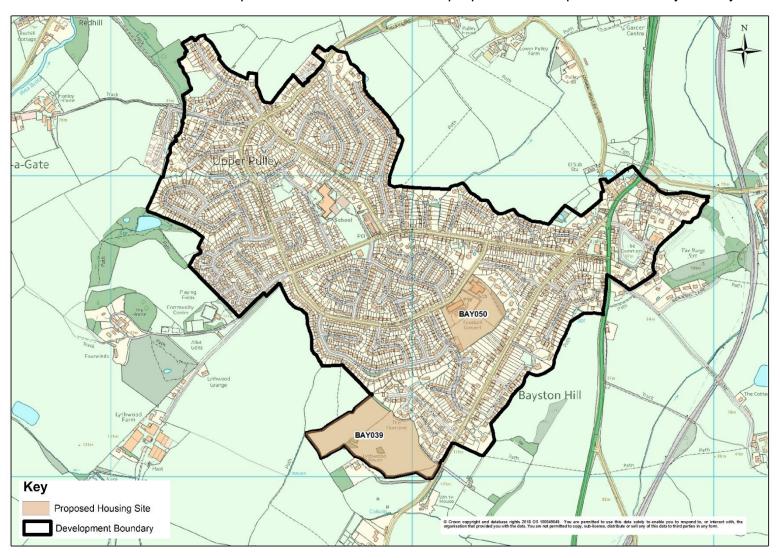
- 19.26. Over the period form 2016/36 it is proposed that around 200 dwellings are provided, including existing commitments. In 2016/17, 10 dwellings were completed in Bayston Hill and as at the 31st March 2017, a further 19 dwellings were committed. Therefore, a further 171 dwellings will need to be identified on new housing sites to support the housing growth objectives of the Local Plan Review.
- 19.27. This will provide an opportunity to deliver a range of accommodation types to help meet local housing needs, and support investment in community facilities and infrastructure improvements.

	Number of Dwellings
Preferred dwelling guideline 2016-2036	200
Dwellings completed in 2016-17*	10
Dwellings committed as at 31st March 2017*	19
Remaining dwelling requirement to be identified	171
Dwellings to be allocated	150-160
Balance/Windfall allowance**	11-21

^{*}Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018. **Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocations

19.28. The map below identifies the location of the preferred allocations and the proposed development boundary for Bayston Hill:



19.29. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
BAY039	Land off Lyth Hill Road, Bayston Hill	6.09	100 dwellings	The housing mix on the site should reflect the need for entry level housing identified within Bayston Hill (Homepoint data indicates a need for 1, 2 and 3 bedroom properties). The development will need to incorporate the formation of a new estate road to replace Beddoes Drive. A footpath should be provided along the sites eastern road frontage, which should continue up to Grove Lane (on highway land beyond the sites northern boundary). A review of traffic speeds along Lyth Hill Road should be undertaken and any necessary interventions implemented. Strong and significant natural site boundaries should be provided to minimise the visual impact of development. The watercourse running along the sites northern boundary should be buffered, habitats retained/created within this area and if possible the watercourse de-culverted. This should form the focus for an east-west green link on the site. Trees and hedgerows on the site should be retained. The existing hedgerow field boundary separating the two fields which constitute the site should form the focus for a north-south green link on the site. A central green space/pocket park should be provided on the site. This should be suitable for recreational use by residents. An attenuation pond should be provided on the site. A HRA will be required for N0x pollution resulting from increased road traffic and cumulative recreational impact on Bomere, Shomere and Betton Pools and Berrington Pool. Residential development should be limited to those elements of the sites located outside the 1,000 year surface flood risk zone. Relevant supporting studies should be undertaken and their recommendations implemented.

BAY050	Former Oaklands School Site, Bayston Hill	3.1	50-60 dwellings	A significant area of open space should form the focus for the development. This should benefit from appropriate tree planting. Existing trees and hedgerows should be retained. A community hub should be provided on the site. Parking should be provided to serve the church and new Community Hub. Relevant supporting studies should be undertaken and their recommendations implemented.
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Bicton

19.30. Bicton is a modest sized village to the north west of Shrewsbury on the B4380. The village benefits from a range of services and facilities, and is currently identified as part of a Community Cluster in the current SAMDev Plan. It is now proposed to include the settlement as a Community Hub within the Council's hierarchy of settlements.

Development Strategy

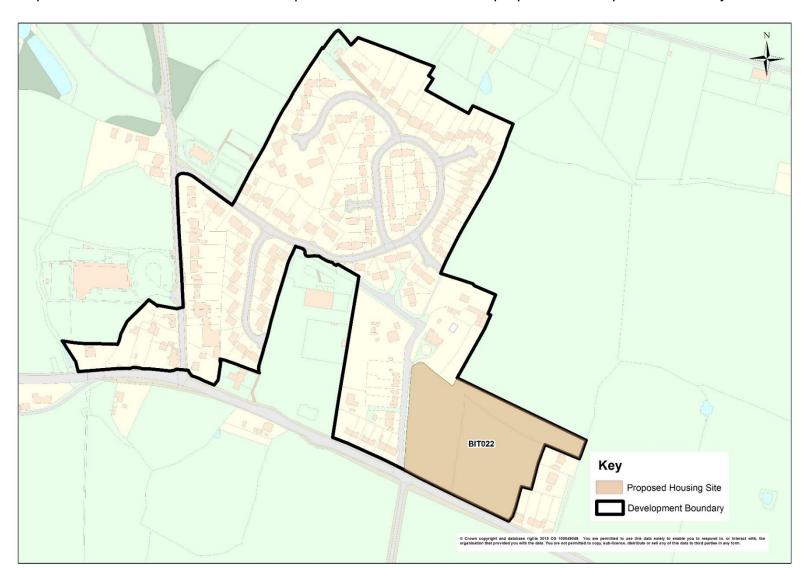
- 19.31. Over the period from 2016 to 2036, modest amounts of additional housing, similar to past trends, will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements. Whilst the village benefits from close proximity to Shrewsbury, it is notable there remains a desire to maintain a clear distinction between the two settlements to support the retention of the village's predominantly rural character.
- 19.32. The housing guideline will be achieved through the provision of an allocated site on land adjacent to the B4380 identified in the schedule below, along with other infill and conversion opportunities within the development boundary, and, where a need is defined, through appropriately located small scale 'cross-subsidy' exception sites.

	Number of Dwellings
Preferred dwelling guideline 2016-2036	30
Dwellings completed in 2016-17*	1
Dwellings committed as at 31st March 2017*	2
Remaining dwelling requirement to be identified	27
Dwellings to be allocated	15
Balance/Windfall allowance**	12

^{*}Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018. **Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocations

19.33. The map below identifies the location of the preferred allocation and the proposed development boundary for Bicton:



19.34. The table below provides information on the preferred allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
BIT022	Land East of Villa Farm, Bicton	1.8	15 dwellings	Development to be accessed from the B4380. Local highway improvements will be required to support development, including the relocation of 30mph zone other and traffic calming measures.

Bomere Heath

19.35. Bomere Heath is a large village to the north of Shrewsbury. The village benefits from a range of services and facilities, and is already identified as a Community Hub in the current SAMDev Plan.

Development Strategy

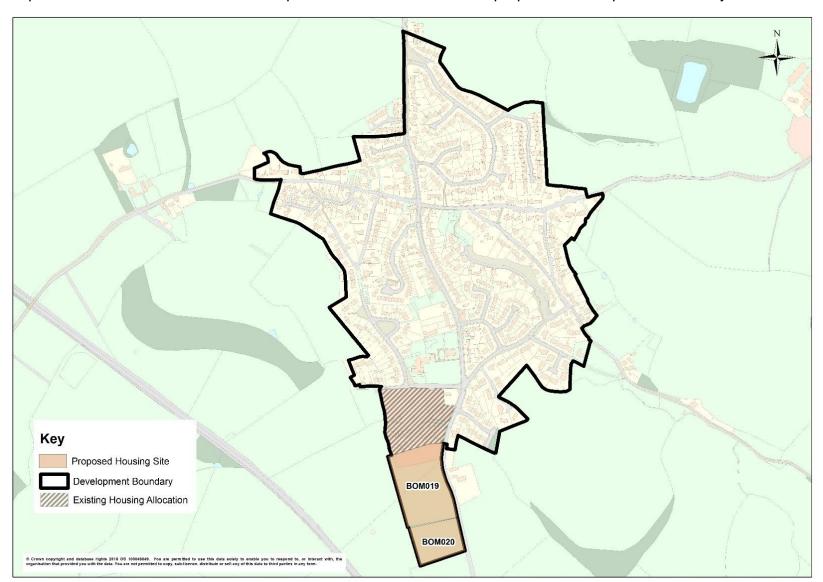
- 19.36. Over the period from 2016 to 2036, around 110 dwellings will be delivered in the village. When existing commitments are taken into account there is a need to deliver an additional 70 dwellings over the plan period to 2036. It is considered this level of growth is commensurate with past trends and the scale and character of the village, and takes account of the impact of recent development in the area. Development will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements as necessary to support development.
- 19.37. This will be achieved primarily through the provision of two allocated sites on land to the south of the village to the west of Shrewsbury Road, which will act as further phases to the SAMDev allocated site (currently under construction 14/04110/OUT), along with conversion and infill opportunities within the development boundary, and, where a need is defined, through appropriately located small scale 'cross-subsidy' exception sites.

	Number of Dwellings
Preferred dwelling guideline 2016-2036	110
Dwellings completed in 2016-17*	0
Dwellings committed as at 31st March 2017*	40
Remaining dwelling requirement to be identified	70
Dwellings to be allocated	55
Balance/Windfall allowance**	15

^{*}Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018. **Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocations

19.38. The map below identifies the location of the preferred allocations and the proposed development boundary for Bomere Heath:



19.39. The table below provides information on each of the preferred allocations:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
BOM019	Land West of Shrewsbury Road (phase 1)	2	40 dwellings	Development to be accessed from Shrewsbury Road. Relocation of 30mph zone and potentially other traffic calming measures to be considered. Development to include a new pedestrian footpath linking the site to the services in the village.
BOM020	Land West of Shrewsbury Road (phase 2)	0.8	15 dwellings	Development to follow the development of BOM019, with the potential to share the vehicular access. Relocation of 30mph zone and potentially other traffic calming measures to be considered. Development to include a new pedestrian footpath through BOM019 linking the site to the services in the village.

Cross Houses

- 19.40. Cross Houses is a modest sized village located to the south-east of Shrewsbury on the A458 Bridgnorth road, close to Shrewsbury. The village offers a range of local services and facilities, some of which benefit from demand from their roadside location. The village has benefitted from past development which provided a community centre within the redevelopment of a listed, former Hospital site ('The Chestnuts'), allocated in a previous Local Plan.
- 19.41. Cross Houses was not identified as a location for planned development in the SAMDev Plan (2015), however the village has continued to accommodate significant housing growth. Much of this additional housing comprises volume house building with new highway infrastructure, delivered as a result of a past shortfall in the housing supply in Shropshire. The location and significant scale of this continuing house building has increased the size of the village and changed its character, although the effects are generally positive. In this Local Plan, there will be a single housing allocation on a high quality, discretely located site along with an allowance for windfall development within the village. Local aspirations for this Community Hub is for this additional development to provide high quality, affordable housing across a range of tenures to meet local needs.

Development Strategy

19.42. Over the period to 2036, a relatively significant increase in housing is being encouraged in Cross Houses. This will largely be delivered on the former Berrington Station site that contains the rail track bed, platforms, station house and other railway infrastructure on the western half and open land of the

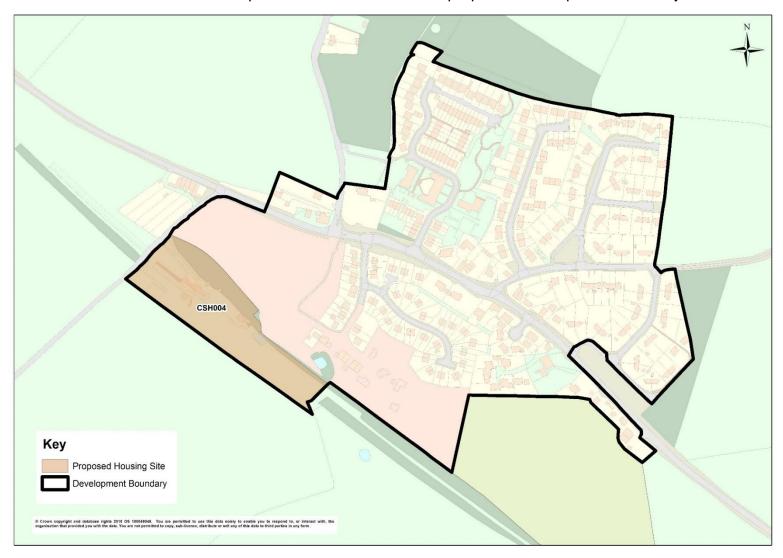
- former railway line to the east. This site provides a rare opportunity to create a village setting around the historical transport interchange for Cross Houses, to repurpose the land and to secure the future of this significant historic asset.
- 19.43. Berrington Station is discretely located on the southern edge of the village. The presence and quality of the physical evidence of the former station and rail line indicate this site is a non-designated heritage asset. Redevelopment should accord with national and local policies to conserve historic assets by protecting and enhancing the station and the rail infrastructure and their setting and to deliver a new residential environment of significant character.
- 19.44. The site will require further infrastructure investments to accommodate the proposed residential use. The site has significant changes in land levels across it, particularly around the station complex and appropriate drainage will be required to mitigate for the effects of development. The use of good contemporary design and care in the layout and landscaping of the site will be key to delivering a high quality design that respects the historical significance of the site. The site has extensive natural landscaping around the boundary which should be retained wherever possible to contribute to the character of the proposed development.
- 19.45. Highway access should be achieved from two directions. The existing dwellings (Station House and Station Cottage) and a small scheme of around 6 dwellings situated on the southern terrace overlooking the station complex may be accessed from Berrington Lane. The effects of this additional traffic may require minor improvements to Berrington Lane. The remainder of the development should be served from the A458 through the existing, adopted estate road and across an established easement through the open space in the adjoining new development to the north. This proposed vehicular access should follow the established easement and any loss of open space arising from the provision of a satisfactory vehicular access should be compensated through additional open space provided within the Berrington Station site. A footpath currently crosses the Station site but is not a registered right of way and does not lead to a footpath on the open land beyond the village. If the footpath is retained within the proposed development it should be linked to an existing right of way, such as Berrington Lane.

	Number of Dwellings
Preferred dwelling guideline 2016-2036	130
Dwellings completed in 2016-17*	0
Dwellings committed as at 31 st March 2017*	78
Remaining dwelling requirement to be identified	52
Dwellings to be allocated	40
Balance/Windfall allowance**	12

^{*}Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018. **Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocation

19.46. The map below identifies the location of the preferred allocation and the proposed development boundary for Cross Houses:



19.47. The table below provides information on the preferred allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
CSH004	Berrington Station, Cross Houses	1.8	40 dwellings	To satisfy national and local heritage policies through a heritage assessment, delivering good contemporary design with appropriate use of materials, layout, landscaping and open space. Relevant supporting studies should be undertaken particularly transport assessments, ecology, tree and hedgerow surveys, flood risk and drainage with their recommendations clearly reflected in the proposed development scheme. This should include a suitable access to the highway network with pedestrian and cycling access linking to local networks.

Dorrington

- 19.48. Dorrington is a large village to the south of Shrewsbury within the Condover Parish. The village is currently identified as part of a Community Cluster in the SAMDev Plan, however having considered the level of facilities and services the village provides it is now proposed the village be identified as a Community Hub as part of this Local Plan Review.
- 19.49. Condover Parish Council are in the early stages of developing a Neighbourhood Plan for their parish area, also to cover the period to 2036. Shropshire Council continues to have a role in providing strategic planning policies for the area, and in discussion with the Parish Council the Local Plan Review will provide an overall housing guideline for the Dorrington, but it will be the role of the Neighbourhood Plan to subsequently provide additional policies on how this growth should be managed and to support sustainable development. This could include identifying a development boundary for the village and specific site allocations. The Neighbourhood Plan will need to be in general conformity with the strategic policies of the Local Plan Review. Shropshire Council will support the Parish Council in the preparation of their Neighbourhood Plan.

	Number of Dwellings	
Preferred dwelling guideline 2016-2036	150	
Dwellings completed in 2016-17*	13	
Dwellings committed as at 31st March 2017*	64	
Remaining dwelling requirement to be identified	69	
Dwellings to be allegated	To be determined in the Condover	
Dwellings to be allocated	Neighbourhood Plan	
Balance/Windfall allowance**	To be determined in the Condover	
Dalance/Windian anowance	Neighbourhood Plan	

^{*}Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018. **Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Ford

- 19.50. Ford is a modest sized village located immediately to the west of Shrewsbury on the A458 Welshpool road. The village has a variable character reflecting progressive past developments around But Lane and has an older, historic core to the north across the bridged local brook that runs into the River Severn on its floodplain further north. The village has a range of local services and facilities which serve the local community some of which benefit from significant demand arising from their roadside location.
- 19.51. The A458 places some constraints on the village community as this primary road separates the village into two unequal parts. Some of the key local services are located on the smaller southern portion that is separated from the main village by the A458. This primary road provides an established route into mid-Wales and the open aspect and configuration of the highway encourages excessive speeds through the restricted zones within the village. The effects of the A458 on the local community's ability to access key services on which they rely, would justify some investment in further traffic calming measures or a controlled crossing over the A458.
- 19.52. Ford was not identified as a location for planned development in the SAMDev Plan but was identified as such in the preceding Local Plan. The previous allocations brought forward highway measures to control traffic movements around the school site, on But Lane, at the entrance to the village. These measures are no longer as effective in controlling traffic movements around the school and now constrain the flow of vehicular traffic into the village from the A458.
- 19.53. It is proposed that a single site allocation on the route of the A458 should accommodate the planned development in the village. There will also be an allowance for windfall development in the village. Local aspirations for this Community Hub are therefore to ensure the development of the allocated site delivers a good contemporary design and addresses matters relating to the ways that the A458 affects the village community and its amenities. It is expected the new housing will meet the community's housing needs for high quality, affordable housing across a range of tenures.

Development Strategy

- 19.54. Over the period to 2036, Ford will function as a Community Hub and the planned developments will serve to secure this role and to address the needs of the village community
- 19.55. A single housing allocation has been identified comprising the centre and west of the large field fronting the A458 and served from But Lane. The allocated area is proposed for 50 dwellings and is expected to deliver housing at a lower density providing a good quality, contemporary scheme that will combine design, materials, layout, landscaping and open space. The development should include local highway improvements to will make a positive contribution to the character of the village and the safe use of But Lane, its junction with the A458 and accessibility for the community between the main village (north) and its retail services and potential employment (south) across the A458.

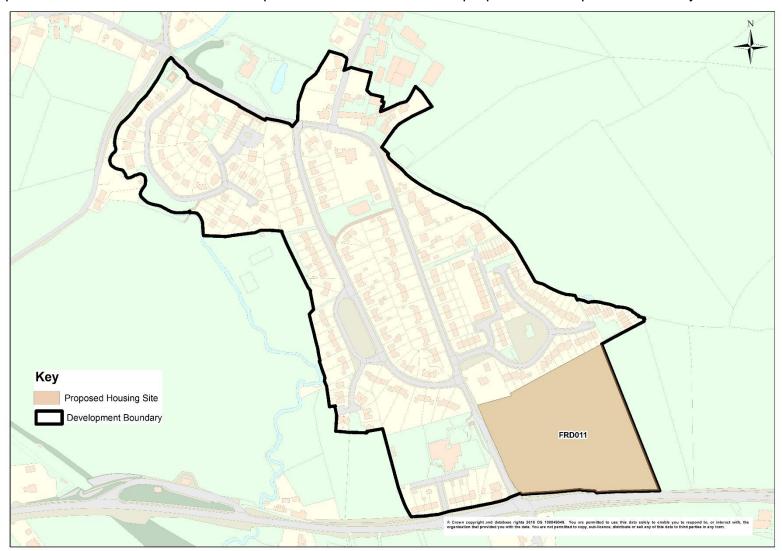
- 19.56. The proposed development scheme should consider the need to enclose the new housing within an appropriate landscaping scheme to provide a visual separation from Quail Ridge. The proposed scheme is also expected to address the current constraints on the But Lane entrance to the village by providing a new highway arrangement and site access on its western boundary. This new highway layout should address the proximity between the development and the existing school use and the scope for conflict between these two uses and traffic entering the village. It is advocated that the new development should include a school dropping off place within the developed area close to the western boundary and the access from But Lane.
- 19.57. The development scheme should also consider the need for new and existing residents to cross the A458 to access the village services. This might be achieved by improving the existing island crossing or preferably by creating a new signalised crossing close to the junction of the A458 with But Lane.
- 19.58. The proposed allocated site is also expected to meet the local housing needs of the village through the provision of appropriate and affordable housing. The development should provide good contemporary design with a sympathetic layout respecting the amenity of adjoining uses and the proximity of the A458. The site requires pedestrian and cycle access within the development and linking to the highway and footpath network in the village.
- 19.59. The site will also require significant infrastructure investments to accommodate the proposed housing and to create a new residential environment of significant character that meets the local housing needs for high quality, affordable housing across a range of tenures.

	Number of Dwellings
Preferred dwelling guideline 2016-2036	100
Dwellings completed in 2016-17*	3
Dwellings committed as at 31st March 2017*	28
Remaining dwelling requirement to be identified	69
Dwellings to be allocated	50
Balance/Windfall allowance**	19

^{*}Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018. **Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary and Preferred Site Allocation

19.60. The map below identifies the location of the preferred allocation and the proposed development boundary for Ford:



19.61. The table below provides information on the preferred allocation:

Site Reference	Site Location	Site Area (Ha)	Approximate Capacity	Site Guidelines
FRD011	Land at A458 and But Lane	4.1	50 dwellings	To satisfy national and local heritage policies through a heritage assessment, delivering good contemporary design with appropriate use of materials, layout, landscaping and open space. Relevant supporting studies should be undertaken particularly transport assessments, ecology, tree and hedgerow surveys, flood risk and drainage with their recommendations clearly reflected in the proposed development scheme. This should include a suitable access to the highway network with pedestrian and cycling access linking to local networks.

Hanwood

- 19.62. Hanwood is a large village located on the A488, south-west of Shrewsbury. The village is located adjacent to the village of Hanwood Bank, however their communities consider that they have very separate identities.
- 19.63. The settlement is part of a Community Cluster with Hanwood Bank within the current Local Plan. However, due to the services and facilities available, Hanwood has been identified as a proposed Community Hub within the ongoing Local Plan Review. As such it will have a development boundary to provide certainty for communities and the development industry.
- 19.64. Between 2006/07 and 2016/17, 25 dwellings were completed in Hanwood, equating to around 2 dwellings per annum. However, none of these completions occurred in 2016/17. As at the 31st March 2017, a further 35 dwellings were committed for development in the village.
- 19.65. Identified infrastructure priorities for Hanwood include:
 - Provision of allotments.
 - Traffic calming measures on the A488.
 - Low bridge warning signs on the A5 approaching the A488.
 - Provision of safe access to sport and play facilities.
 - Hydraulic modelling of the wastewater network.
 - Improvements at Edgebold Roundabout, Shrewsbury.
- 19.66. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.

Development Strategy

19.67. Over the period from 2016 to 2036, modest amounts of additional housing will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements.

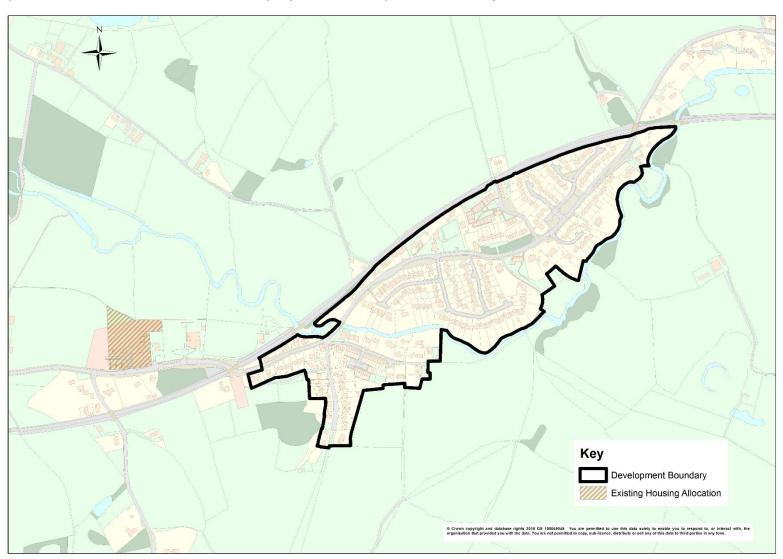
19.68. Available information about local housing need suggests that the greatest need is for affordable and low cost market housing of a range of types and tenures. Furthermore there are already significant existing commitments in the settlement. As such no allocations are proposed and it is instead proposed that the remaining housing guideline will be delivered through infill development and appropriately located small-scale 'cross-subsidy' exception sites (link to policy).

	Number of Dwellings
Preferred dwelling guideline 2016-2036	50
Dwellings completed in 2016-17*	0
Dwellings committed as at 31st March 2017*	35
Remaining dwelling requirement to be identified	15
Dwellings to be allocated	0
Balance/Windfall allowance**	15

^{*}Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018. **Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary

19.69. The map below identifies the location of the proposed development boundary for Hanwood:



Longden

- 19.70. Longden is a small village south-west of Shrewsbury which benefits from a range of local services and facilities.
- 19.71. The settlement is part of a Community Cluster within the current Local Plan. Due to the services and facilities available, Longden has been identified as a proposed Community Hub within the ongoing Local Plan Review. As such it will have a development boundary to provide certainty for communities and the development industry.
- 19.72. Between 2006/07 and 2016/17, 18 dwellings were completed in Longden, equating to around 2 dwellings per annum. However, 14 of these completions occurred in 2016/17. Additionally, as at the 31st March 2017, a further 12 dwellings were committed for development.
- 19.73. Identified infrastructure priorities for Longden include:
 - Traffic calming measures in the village.
 - A footpath/cycleway along Longden Road, linking Longden to Hook-a-Gate.
 - Provision of a bus shelter.
 - Further information on infrastructure constraints and priorities are available within the Shrewsbury Place Plan.
- 19.74. As the Local Plan Review progresses additional infrastructure requirements are likely to become apparent.

Development Strategy

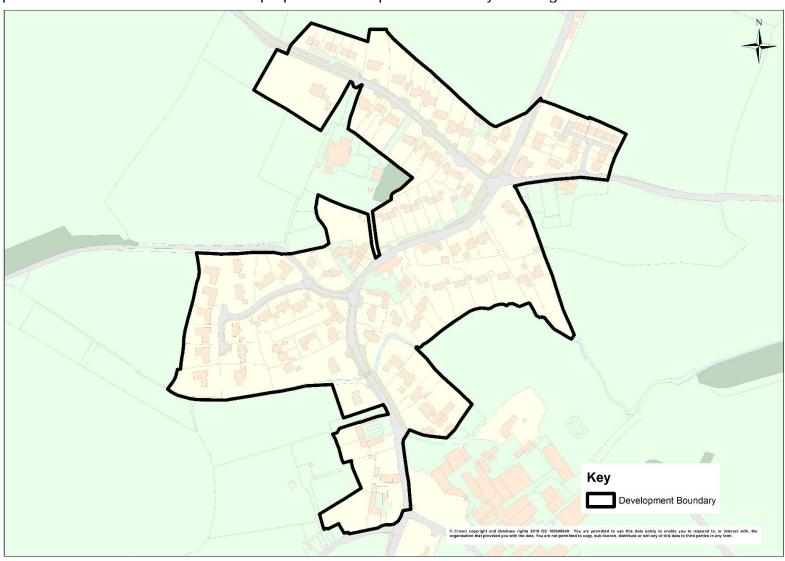
- 19.75. Over the period from 2016 to 2036, modest amounts of additional housing will provide an opportunity to deliver a range of accommodation types to help meet local housing needs and support investment in community facilities and infrastructure improvements.
- 19.76. Available information about local housing need suggests that the greatest need is for affordable and low cost market housing of a range of types and tenures. Furthermore there are already significant existing commitments in the settlement. As such no allocations are proposed and it is instead proposed that the remaining housing guideline will be delivered through infill development and appropriately located small-scale 'cross-subsidy' exception sites.

	Number of Dwellings
Preferred dwelling guideline 2016-2036	50
Dwellings completed in 2016-17*	14
Dwellings committed as at 31st March 2017*	12
Remaining dwelling requirement to be identified	24
Dwellings to be Allocated	0
Balance**	24

^{*}Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018. **Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary

19.77. The map below identifies the location of the proposed development boundary for Longden:



Nesscliffe

- 19.78. Nesscliffe is a modest sized village located on an extension of the B4396 and bounded to the south and west by the A5, which now by-passes the village. The village offers a range of local services and facilities, some of which benefit from demand from their roadside location but now largely serving local trade from the surrounding settlements.
- 19.79. The village has a unique setting on the lower slopes of The Cliffe, a local sandstone outcrop on the edge of one of north Shropshire's escarpment hills. The protection of The Cliffe is an important objective within the strategy for Nesscliffe. The hill itself benefits from its designation as the Nesscliffe Country Park and the development strategy for the village seeks to avoid any adverse effects on its setting from development encroaching on to the lower slopes of the hill.
- 19.80. Nesscliffe is an existing Community Hub which set out a nominal increase in its housing stock. However, the village has attracted significant demand being located close to Shrewsbury and a considerable volume of new housing has now been committed as a result of a shortfall in the housing supply in Shropshire. The volume of additional committed dwellings proposed in the village (105 dwellings) now significantly exceeds the total dwelling stock of the existing village (83 dwellings).
- 19.81. Local aspirations for this Community Hub are for the significant new housing development to be delivered to sustain Nesscliffe as a sustainable settlement and for the community to assimilate this considerable growth. Despite this, the community have still invited a small amount of additional housing and it is expected that this will meet the community's local housing needs for high quality, affordable housing.

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- 19.82. Over the period to 2036, only a modest amount of additional housing will be encouraged to deliver a range of accommodation types to help meet local housing needs and continue to support local community facilities and services.
- 19.83. Information about local housing need and demands as expressed by the community indicates that the significant commitment of housing has not necessarily affected the affordability of housing in the village. The local need is for affordable tenures and low cost market housing on small scale, infill plots. Consequently, no new housing allocations are proposed in Nesscliffe and the remaining housing guideline will be delivered only through infill development of one to three dwellings where the proposed development site is bounded by existing built development on at least two of the site boundaries.

	Number of Dwellings
Preferred dwelling guideline 2016-2036	120
Dwellings completed in 2016-17*	1
Dwellings committed as at 31st March 2017*	105
Remaining dwelling requirement to be identified	14
Dwellings to be Allocated	0
Balance**	14

^{*}Analysis of Housing Supply as at 31st March 2018 will be provided towards the end of 2018. **Local Plan policies will allow flexibility for appropriate windfall, rural exception and cross-subsidy development.

Proposed Development Boundary

19.84. The map below identifies the location of the proposed development boundary for Nesscliffe:

