

Much Wenlock Town Council

Response to Application 19/05560/OUT and TWC/2019/1046

Supporting Documentation

Shropshire Local Development Framework

Adopted Core Strategy

Information



Shropshire
Council



Shropshire Local Development Framework : **Adopted Core Strategy**

March 2011

CS3 : The Market Towns and Other Key Centres

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

North West Shropshire

Oswestry will provide a focus for major development. To accommodate growth, land allocations will include a comprehensively planned, integrated and sustainable urban extension to the south east of Oswestry, on land between Shrewsbury Road, Middleton Road and the A5/A483 Oswestry bypass, as illustrated on the Key Diagram. This strategic location will accommodate a mix of new housing (750+ dwellings), employment land (4-6 hectare Business Park), a local centre, a network of open space and green infrastructure, and a new link Road between Shrewsbury Road and Middleton Road, together with sustainable transport improvements.

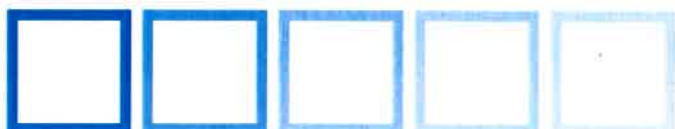
Ellesmere will have development to support local business development, recognising its high quality landscape particularly the environmental and historic assets of the meres and the canal.

North East Shropshire

Market Drayton will have substantial development that balances business development with housing development and enhances the town's infrastructure and facilities and its role as a centre for food production.

Whitchurch will have substantial development, recognising its accessible location on the highway and rail network, maintaining and enhancing its vibrant town centre and balancing business and housing development.

Wem will have development to strengthen its economic role and support and enhance its important community assets and to maintain its role as a sustainable place.



CS3

Craven Arms

- 4.53 Craven Arms (population 2,300) is located on the A49 between Shrewsbury and Ludlow, with a railway station on the junction of the Cardiff - Crewe and Heart of Wales lines. It lies in the valley of the River Onny, on the edge of the Shropshire Hills Area of Outstanding Natural Beauty. The town has experienced growth in recent years, with significant developments near its centre and along the A49, and the provision of new services such as the Shropshire Hills Discovery Centre. The number of resident workers exceeds the number of available jobs. Most workplaces in Craven Arms are small in size, with the majority of the workforce being employed in the service sector. However, manufacturing and construction are both more important providers of employment in Craven Arms than in Shropshire at a whole. Housing tenures in the local joint committee area at the time of the 2001 Census were 67.8% owner occupied, 21.4% private rented and 10.8% social rented. Additional hydraulic capacity will be required at the Craven Arms Wastewater Treatment Works during the plan period and a new discharge consent will also be required in order to ensure there is no deterioration of water quality under the Water Framework Directive, as outlined in the LDF Implementation Plan. Any development proposals will therefore need to be discussed with the water company at the earliest opportunity to understand the constraints to development and infrastructure upgrade requirements.

Much Wenlock

- 4.54 Much Wenlock (population 2,200) is within easy driving distance of Shrewsbury, Bridgnorth, Ludlow and Telford. It is an historic market town lying in a narrow valley close to Wenlock Edge, and is known for being the birth place of the Modern Olympic Games. It is particularly noted for its medieval streets and fine historic buildings, and tourism is an important industry for the town. For a small settlement, Much Wenlock supports a relatively high number of service jobs, with the number of resident workers only just exceeding the number of jobs available. The town is subject to inward development pressure and to avoid becoming a commuting settlement, the priority is for local employment opportunities balanced with housing and infrastructure to meet local needs. Housing tenures in the local joint committee area at the time of the 2001 Census were 70.4% owner occupied, 17.0% private rented and 12.6% social rented. Additional hydraulic capacity will be required at the Much Wenlock Wastewater Treatment Works during the plan period and a new discharge consent will also be required in order to ensure there is no deterioration of water quality under the Water Framework Directive, as outlined in the LDF Implementation Plan. This new discharge consent may take the Wastewater Treatment Works beyond conventional technology but would be required even without any further growth in this location. Any development proposals will therefore need to be discussed with the water company at the earliest opportunity to understand the constraints to development and infrastructure upgrade requirements. In addition, actions will be required as part of the River Basin Management Plan to tackle other contributing factors, such as diffuse pollution. Much Wenlock is also susceptible to flooding, particularly from surface water, with runoff from the surrounding area and an inadequate drainage system that cannot cope with the volume of water being a particular issue, which causes disruption to parts of the town during periods of heavy rainfall.

CS7 : Communications and Transport

A sustainable pattern of development requires the maintenance and improvement of integrated, accessible, attractive, safe and reliable communication and transport infrastructure and services. These need to provide a range of opportunities for communication and transport which meet social, economic and environmental objectives by improving accessibility, managing the need to travel, offering options for different travel needs and reducing the impacts of transport. This will be achieved by:

- Promoting greater awareness of travel behaviour to encourage more informed choices about communication, the need to travel and alternative travel options;
- Promoting the use of information and communication technologies (ICT) to reduce the impacts of individual travel decisions at work, at home and for leisure;
- Facilitating enterprise and improved access to services and information using ICT/broadband technologies especially by managing the development of fixed and mobile ICT infrastructure and enabling local access to ICT facilities;
- Protecting and enhancing strategic and local cycling, footpath, bridleway and canal networks as local transport routes and for recreation and leisure use;
- Enabling the provision of accessible, affordable and demand responsive passenger transport services including bus, Park & Ride, rail, coach, taxi, community transport services and car sharing initiatives;
- Promoting rail related developments to support the sub-regional role of Shrewsbury and the role of Market Towns and other rail linked centres and increasing choice of destinations and service frequency and travel times. This will require rail infrastructure and service improvements especially along the A5/M54 rail corridor including the possible development of a Parkway Station for Shrewsbury;
- Promoting and enabling improvements to the strategic and local highway network including improvements to the A5 Shrewsbury and Oswestry bypasses and promotion of the Shrewsbury North West Relief Road;
- Facilitating freight movements through the County road and rail networks especially along the A5 and the A49 and to encourage greater freight movements by rail.



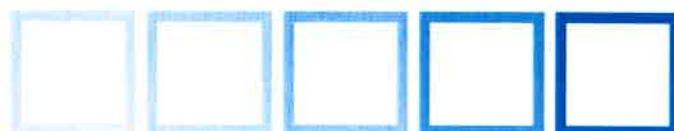
Explanation

- 4.88 Sustainable economic growth which supports vibrant communities living within a sustainable pattern of development is affected not only by decisions on the location of investment and development but also by good communication infrastructure and services and by the range of accessible and affordable opportunities for travel and transport.
- 4.89 These objectives are currently being promoted through the Local Transport Plan (2006 – 2011). The Core Strategy will deliver these policy requirements principally through the LDF Implementation plan and the next generation of Local Transport Plans which will continue to develop and implement the communication and transport strategy for Shropshire for the period from 2011 to 2016. It will be essential to support the transport needs of the national, regional and local economy to serve a rapidly changing society affected by increasing future economic uncertainty. It will also be important to provide integrated transport infrastructure and services to meet local needs whilst minimising the impacts of transport and traffic on communities and the environment. This will primarily be achieved by influencing the location of development that generates significant volumes of traffic and will emphasise the importance of transport assessments in the development management process. These assessments will help to evaluate the suitability of the location of proposed developments in relation to their transport demands.
- 4.90 Key to the process of managing change is the need to influence travel behaviour both in the workplace through a commitment to travel planning, car sharing and flexible / home working and also through choices in our daily lives by offering a range of safe, convenient and attractive travel options using well designed and effective transport networks.
- 4.91 A key element is also to facilitate, where possible, ICT/ broadband technologies which remove the need to travel and to facilitate local access to these technologies. It is also important to manage the development of the infrastructure required to support ICT/ broadband technologies without adversely affecting the important natural and historic environment within Shropshire.
- 4.92 A flexible approach to the emergence and uptake of new technologies may also be required where these offer attractive and affordable communication or transport solutions. It will be necessary to facilitate such changes where new technologies have significant or even disruptive impacts rendering existing technologies obsolete.
- 4.93 To effectively influence the individual's choice about their mode of travel a range of options must be available which provide accessible, attractive, safe and reliable alternative options. The corollary effect will be to manage the growth in traffic, to reduce the adverse impacts on our towns especially through the emission of air pollutants and to reduce the contribution to global warming.

CS13 : Economic Development, Enterprise and Employment

Shropshire Council, working with its partners, will plan positively to develop and diversify the Shropshire economy, supporting enterprise, and seeking to deliver sustainable economic growth and prosperous communities. In doing so, particular emphasis will be placed on:

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



Explanation

- 6.5 This over-arching policy on economic development seeks to address the key issues and challenges facing the Shropshire economy, help develop its strengths and exploit the main opportunities that exist, taking into account wider issues associated with the sustainability of rural communities. The policy takes its lead from the Shropshire Sustainable Community Strategy (2010 - 2020), the Shropshire Business Board Business Plan (Shaping our Future - 2009 - 2012) and the Council's Corporate Plan (2009-2013) and outlines the economic development priorities the Council and its partners will focus on.
- 6.6 Policy CS13 provides a positive planning policy framework which aims to support sustainable economic development, the growth of existing businesses and the fostering of new enterprise to provide a wider range of higher skilled, better paid employment opportunities, helping communities across Shropshire to become more prosperous and resilient.
- 6.7 The overall scale of economic growth being planned for through the Core Strategy is influenced by guidance in the Regional Spatial Strategy, particularly in terms of employment land provision and development targets for Shrewsbury. With regard to type of economic activity, the emphasis is on meeting local needs, helping businesses to start up, become established and grow, and supporting the development and representation of growth sectors. Key business sectors being targeted by the Council include environmental technologies, creative industries, tourism, and the land based sector, in particular food and drink.
- 6.8 The environmental technologies and services industry within Shropshire is diverse, and growing rapidly with a strong cluster of over 200 businesses within the sector. The areas of environmental consultancy, waste management and energy efficiency /renewable energy show the highest growth. UK and EU environmental policy and regulations, climate change and rising energy costs are strong drivers for future growth. Shropshire has a large and diverse creative industries sector with an estimated 2,280 creative businesses. The Shropshire offer of a genuine work/life balance is particularly attractive to this sector with approximately 33% of all businesses being self employed and 43% working from home. The County is home to a significant number of national food and drink producers and many major food processors. The region's first Food Enterprise Centre has been developed as part of the Shropshire Food Enterprise Park at Battlefield in Shrewsbury, dedicated to encouraging the growth of food and drink businesses.
- 6.9 Promoting a sustainable pattern of development in line with the spatial strategy will inevitably mean that most of the economic development that takes place in Shropshire will be concentrated in Shrewsbury, the Market Towns and Key Centres. However, in rural areas, in countryside away from settlements, it is important to recognise that small-scale economic development, agricultural and non-agricultural farm diversification schemes, green tourism and leisure are areas of economic activity for which policy provision needs to be made. In accordance with Policy CS5, any development proposals in the countryside should be consistent in their scale and impact with the character and quality of their location.

CS16 : Tourism, Culture and Leisure

To deliver high quality, sustainable tourism, and cultural and leisure development, which enhances the vital role that these sectors play for the local economy, benefits local communities and visitors, and is sensitive to Shropshire's intrinsic natural and built environment qualities, emphasis will be placed on:

- Supporting new and extended tourism development, and cultural and leisure facilities, that are appropriate to their location, and enhance and protect the existing offer within Shropshire;
- Promoting connections between visitors and Shropshire's natural, cultural and historic environment, including through active recreation, access to heritage trails and parkland, and an enhanced value of local food, drink and crafts;
- Supporting development that promotes opportunities for accessing, understanding and engaging with Shropshire's landscape, cultural and historic assets including the Shropshire Hills AONB, rights-of-way network, canals, rivers and meres & mosses. Development must also meet the requirements of Policy CS17;
- Supporting appropriate regeneration schemes and tourism development proposals that seek to enhance the economic, social and cultural value of canals and heritage railways including:
 - o Shropshire Union Canal
 - o Shropshire Union Canal - Llangollen branch
 - o Shropshire Union Canal - Montgomery branch
 - o The Severn Valley Railway
 - o The Cambrian Railway
- Promoting and preserving the distinctive historic, heritage brand and values of Shrewsbury, the Market Towns and rural areas;
- Supporting schemes aimed at diversifying the rural economy for tourism, cultural and leisure uses that are appropriate in terms of their location, scale and nature, which retain and enhance existing natural features where possible, and do not harm Shropshire's tranquil nature;
- Development of high quality visitor accommodation in accessible locations served by a range of services and facilities, which enhances the role of Shropshire as a tourist destination to stay. In rural areas, proposals must be of an appropriate scale and character for their surroundings, be close to or within settlements, or an established and viable tourism enterprise where accommodation is required. Where possible, existing buildings should be re-used (development must also accord with Policy CS5).

CS20 : Strategic Planning for Minerals

Shropshire's important and finite mineral resources will be safeguarded to avoid unnecessary sterilisation and there will be a sustainable approach to mineral working which balances environmental considerations against the need to maintain an adequate and steady supply of minerals to meet the justifiable needs of the economy and society. This will be achieved by:

- Protecting Mineral Safeguarding Areas (MSA's) and rail freight facilities which could contribute to the sustainable transport of minerals. The broad extent of MSA's is defined in Figure 10. Non-mineral development in these areas or near protected railfreight sites will be expected to avoid sterilising or unduly restricting the working of proven mineral resources, or the operation of mineral transport facilities, consistent with the requirements of national and regional policy;
- Encourage greater resource efficiency by supporting the development and retention of waste recycling facilities which will improve the availability and quality of secondary and recycled aggregates in appropriate locations as set out in Policy CS 19;
- Maintaining landbanks of permitted reserves for aggregates consistent with the requirements of national policy guidance. Shropshire will provide for an appropriate contribution to the sub-regional apportionments for sand and gravel and crushed rock and proposes to maintain the current level of production and current percentage regional contribution, unless and until robust evidence is available which indicates that higher levels of production are required. 'Broad locations' for the future working of sand and gravel are identified in Figure 11. Sites capable of helping to deliver the sub-regional target for sand and gravel will be allocated within these areas in the SAMDev DPD;
- Only supporting proposals for sand and gravel working outside these broad locations and existing permitted reserves, where this would prevent the sterilisation of resources, or where significant environmental benefits would be obtained, or where the proposed site would be significantly more acceptable overall than the allocated sites;
- Supporting environmentally acceptable development which facilitates the production of other mineral resources such as crushed rock, clay and building stone to meet both local needs, including locally distinctive materials, and to help meet cross boundary requirements. Environmentally acceptable proposals for the exploration, appraisal and production of hydrocarbon resources, including coalbed methane, will be supported as a contribution to meeting the requirements of national energy policy;
- Priority will be given to environmentally acceptable restoration and aftercare proposals which can deliver targeted environmental or community benefits consistent with Policies CS8, CS17 and CS18. More detailed policies against which applications for mineral development can be assessed will be provided in the SAMDev DPD.

7 // Environment

- 7.1 Shropshire's high quality natural and built environment is one of its greatest assets, attracting investment and boosting Shropshire's image as a tourist destination, as well as playing a key role in community health and wellbeing. Protecting and enhancing the material, natural and historic resources which make Shropshire special is central to the role of the Local Development Framework, and is particularly important in the context of climate change.
- 7.2 Shropshire is a beautiful, predominantly rural county which is an important area for food production. It is famous for its geological diversity, containing some of the most impressive landscapes in England and includes a wealth of historic sites and assets. Valuing and improving Shropshire's natural environment and heritage is therefore an important theme which is reflected within Shropshire's Sustainable Community Strategy.
- 7.3 This chapter sets out positive policies to ensure development protects and enhances Shropshire's environment, taking account of the need to make sustainable use of resources and providing opportunities to improve the wellbeing of local communities. The policies cover:
- Policy CS17: Environmental Networks** - to protect, enhance and connect Shropshire's environmental assets;
- Policy CS18: Sustainable Water Management** - to manage water in an integrated way to reduce public risk and maximise benefits;
- Policy CS19: Waste Management Infrastructure** - to support the provision of waste facilities and services to deliver improved resource efficiency;
- Policy CS20: Strategic Planning for Minerals** - to safeguard minerals and manage the sustainable working of Shropshire's mineral resources.

CS17 : Environmental Networks

Development will identify, protect, enhance, expand and connect Shropshire's environmental assets, to create a multifunctional network of natural and historic resources. This will be achieved by ensuring that all development:

- Protects and enhances the diversity, high quality and local character of Shropshire's natural, built and historic environment, and does not adversely affect the visual, ecological, geological, heritage or recreational values and functions of these assets, their immediate surroundings or their connecting corridors;
- Contributes to local distinctiveness, having regard to the quality of Shropshire's environment, including landscape, biodiversity and heritage assets, such as the Shropshire Hills AONB, the Meres and Mosses and the World Heritage Sites at Pontcysyllte Aqueduct and Canal and Ironbridge Gorge;
- Does not have a significant adverse impact on Shropshire's environmental assets and does not create barriers or sever links between dependant sites;
- Secures financial contributions, in accordance with Policies CS8 and CS9, towards the creation of new, and improvement to existing, environmental sites and corridors, the removal of barriers between sites, and provision for long term management and maintenance. Sites and corridors are identified in the LDF evidence base and will be regularly monitored and updated.

Explanation

- 7.4 Environmental networks consist of environmental assets and their connections which can provide multifunctional benefits. This includes providing opportunities for informal recreation for local communities and tourists; improving health and community well being, sense of place and identity, social cohesion, increasing biodiversity value and maintaining air quality. Such networks can also help us to mitigate against and adapt to the effects of climate change, providing natural methods to manage flood risk and routes for the dispersal and migration of species.
- 7.5 Shropshire has a wealth of environmental assets which make it locally distinct. The local geology is diverse, with a wide range of mineral resources and rocks representing most of the major divisions of geological time. The area includes large, more natural areas such as the Shropshire Hills AONB, and the Meres and Mosses in North Shropshire, as well as areas of open space throughout the range of urban settlements from larger towns such as Shrewsbury and Oswestry to local centres and rural villages. Shropshire also contains many important heritage assets including parts of the Pontcysyllte Aqueduct and Canal World Heritage and the Ironbridge Gorge World Heritage Sites. The Council will seek protection of not only the World Heritage sites but also their setting, including any buffer zones.
- 7.6 International and national sites designated for their wildlife value and some threatened species have significant protection provided by national and regional legislation and guidance. Locally designated Wildlife Sites, habitats and species of principal importance (NERC Act 2006, section 41 list) are also key environmental assets. The management of change to heritage assets is covered by a raft of international, national and regional legislation which must be considered in development proposals. However, the enjoyment value and resilience of all these sites can be reinforced by linking them together to form a network of natural and historical environmental assets across Shropshire and across administrative boundaries. Further guidance will be provided in SPDs concerning the natural, historic and built environment.
- 7.7 All new development should take account of the features which generate local distinctiveness, both within Shropshire and its surrounds. Evidence from the Landscape Character Assessment, Historic Landscape Characterisation and Urban Characterisation Assessment should be used to ensure proposals contribute towards retaining and enhancing these assets and thereby making a positive contribution to the environment. For development affecting the Shropshire Hills AONB, particular regard should be paid to the Shropshire Hills AONB Management Plan.
- 7.8 New development of one or more dwellings, or any development for employment use, should contribute to extending and improving linkages, between these individual sites and provide connections between urban areas and the adjoining countryside. Linkages can be provided through footpaths, cycle paths, rail lines, watercourses and their margins, canal corridors, field boundaries, hedgerows or woodlands and can cross administrative boundaries. Agri-environment schemes are important mechanisms for an agricultural area such as Shropshire, providing opportunities for creating and linking wildlife corridors.
- 7.9 Shropshire Council has produced an Open Space, Sport and Recreation Study which provides an audit of public and private open space areas and identifies local needs and aspirations through consultation with the public. A series of standards of provision have been established and will be monitored and regularly updated. To be of importance, an area of open space need not have a formal use or be accessible to the general public, as long as it contributes to the character and appearance of its locality. Contributions from developers will be directed towards identified infrastructure needs that help achieve Policy CS8.
- 7.10 Appropriate Assessment (as required by the European Habitats Directive) will be necessary for any development proposals that may have a negative impact on the integrity of SPA, SAC and Ramsar designations within and adjoining Shropshire (such as the meres and mosses of northern Shropshire and Stiperstones in southern Shropshire).

Key Evidence

- 1 PPG17, Open Space Sport and Recreation Study (PMP 2009);
- 2 Shrewsbury Green Infrastructure Strategy (TEP 2008);
- 3 Shropshire Hills AONB Management Plan (AONB Partnership 2009-2014);
- 4 Shropshire Biodiversity Action Plan (Shropshire Biodiversity Partnership 2006, under continuous review);
- 5 Shropshire Ecological Data Network – database updated annually;
- 6 Shropshire Landscape Character Assessment (Shropshire County Council 2006 and as updated);
- 7 Historic Landscape Character Assessment (Shropshire County Council 2004);
- 8 Shropshire Historic Environment Record;
- 9 Shropshire Countryside Access Strategy - (2008-2018) (Shropshire County Council 2008);
- 10 Shropshire Landscape Sensitivity and Capacity Studies (Bridgnorth District Council 2008, Shrewsbury & Atcham Borough Council 2006, Oswestry Borough Council 2008, North Shropshire District Council 2008, South Shropshire District Council 2008);
- 11 Shropshire Geo-diversity Action Plan. (Shropshire County Council 2007).

Delivery and Monitoring of Policy:

This policy will be delivered by:

- The Development Management Process;
- Preparation of the SAMDev DPD;
- Continuing to build relationships with businesses through the Local Strategic Partnership;
- Preparation of a Natural Environment Supplementary Planning Document SPD;
- Preparation of an Historic Environment Supplementary Planning Document SPD;
- Development of a methodology to monitor landscape change based on Landscape Character Assessment and the European Landscape Convention guidelines;
- Regularly updating the Environmental Assets/LDF evidence base.
- Recording biodiversity gains and losses on the national BARS database;
- LDF Implementation Plan.

The following indicators will be used to monitor the effectiveness of the policy:

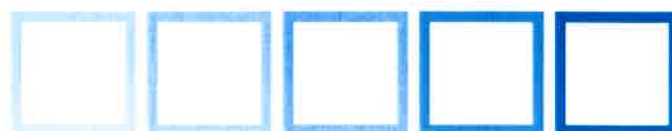
- Areas designated for their intrinsic environmental value including sites of international, national, regional and sub-regional significance. (AMR Core Output Indicator E2);
- Area of priority habitats lost or potentially gained through development (as and when information is available);
- Number of lost or conserved historic features through development (as and when information is available and through working with English Heritage);
- Achievement of Open Space Standards;
- Progress against programmes and projects identified in the Implementation Plan, including developer contributions.



CS18 : Sustainable Water Management

Developments will integrate measures for sustainable water management to reduce flood risk, avoid an adverse impact on water quality and quantity within Shropshire, including groundwater resources, and provide opportunities to enhance biodiversity, health and recreation, by ensuring that:

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



Explanation

- 7.11 The effective management of water is important in the development of sustainable communities. It reduces the impact flooding may have on the community, maintains the quality and quantity of Shropshire's water environment, and helps to enhance local amenity value and biodiversity through the provision of green space. It also contributes to climate change, mitigation and adaptation, minimising the movement of water and sewage, thereby reducing energy requirements and designing developments that are 'safe' throughout their lifetime. The Council will apply a set of measures to manage water in an integrated way so as to reduce public risk and maximise benefits. Further guidance on designing safe developments, surface water management and water efficiency will be provided in a Water Management SPD.
- 7.12 The Strategic Flood Risk Assessments (SFRAs) for Shropshire identify fluvial flood risks, such as the River Severn at Shrewsbury and Bridgnorth, River Corve and River Teme at Ludlow, in addition to increased problems from surface water runoff. Site specific flood risk assessments (FRAs) should be submitted alongside development proposals, as identified in Annex E of PPS25, and use the SFRAs as a starting point for understanding the level of flood risk posed to a particular site. FRAs should be proportionate to the level of flood risk, scale, nature and location of the proposed development, as identified within the SFRAs.
- 7.13 Whilst the Council seeks to avoid flood risk, there is a need to reduce the impact of flooding when it does occur. Proposals should have specific regard to the design principles outlined in the SFRAs, including taking a sequential approach to site layout, ensuring safe access is available for the lifetime of the development and is supported by flood warning and suitable evacuation plans.
- 7.14 Surface water runoff is a particular issue in areas such as Much Wenlock and Albrighton. The strategy to concentrate development within existing settlements has the potential to exacerbate these drainage issues. All major developments and any development proposals within local surface water drainage areas, as identified by the Shropshire Water Cycle Study, will be required to submit a Surface Water Management Statement or Plan, depending on the scale of the development, using evidence from the SFRAs and Water Cycle Study as set out in the Water Management SPD. A coordinated Surface Water Management Plan will be expected for those sites that are taken forward by more than one developer.
- 7.15 All development reduces the amount of water that is intercepted by vegetation or the ground. Development, including any proposals relating to the existing building stock, should contribute to the management of surface water runoff through the use of SUDS. Consideration should be given to the appropriate application of SUDS, in relation to the scale of development and site characteristics. In particular, developers should take into account the topography, geology and proximity to Source Protection Zones and Nitrate Vulnerable Zones, which cover North Shropshire. Where possible, SUDS should recharge Shropshire's valuable groundwater sources. Proposals should recognise the multi-functional role of SUDS and demonstrate that provision has been made for long term maintenance and management.

- 7.16 Development can result in culverted watercourses which have the potential to become blocked by debris during periods of high river flows, reduce natural habitats, result in the fragmentation or loss of wildlife corridors and impact on green amenity space, reducing recreational opportunities, such as angling and walking. To minimise the impact development has upon the natural water environment, proposals which contribute to the artificial enclosure of watercourses will not be supported. Where possible, development should contribute to the opening up of existing culverts to improve natural drainage and enhance and conserve Shropshire's water environment as an important asset, in accordance with the objectives of Policy CS17.
- 7.17 The rural nature of Shropshire means that there are a number of small localised wastewater treatment works and non mains drainage systems, such as package treatment plants, cess pools and septic tanks which are used where mains drainage is not available. Such systems need to be designed and managed correctly. A coordinated approach to the provision of new development and additional water infrastructure is essential as reflected in Policy CS9. All development within areas of water infrastructure capacity constraint, as identified by the Water Cycle Study and the Implementation Plan, and any major new development proposals, will be required to provide evidence from the relevant water company that there is adequate wastewater infrastructure in place, or, where additional infrastructure is planned, the timing of that provision means the improvements will be in place prior to completion of the development. All development should incorporate separate drainage systems for surface and foul water.
- 7.18 The EU Water Framework Directive requires that water bodies do not deteriorate in terms of quality and aim to achieve and maintain a good quality status. It is important that, wherever possible, new development contributes to achieving these objectives, by protecting and enhancing water quality within Shropshire, including groundwater resources. Where water quality could be compromised by the development strategy proposed, Shropshire Council will work with the Environment Agency and its partners to explore opportunities to create additional environmental capacity, through actions to deliver its River Basin Management Plans. This includes supporting agri-environment schemes to control diffuse pollution and contribute to Shropshire's environmental network, in accordance with Policy CS17. Opportunities to achieve additional benefits will also be sought, in terms of improving wetland habitats and biodiversity through river restoration or enhancement as part of a development.
- 7.19 The Water Resource Management Plans that cover Shropshire support the principle that new supply is coupled with efficiency measures in new development. The Shropshire Water Cycle Study identifies that the current minimum water efficiency requirement for new development is 105l/h/d. Non-residential development will be required to meet the minimum level of good practice based on the Association for Environment Conscious Building (AECB) water standard. All proposals will be required to meet this minimum requirement as part of the sustainability checklist within Policy CS6 by incorporating water efficiency measures.



Key Evidence

- 1 Strategic Flood Risk Assessments –Level 1 covering Oswestry, North Shropshire, Shrewsbury and Atcham, South Shropshire and Bridgnorth (Halcrow 2007);
- 2 Strategic Flood Risk Assessment -Level 2- Shrewsbury (Halcrow 2009);
- 3 Shrewsbury Water Cycle Study Scoping Report (Halcrow 2008);
- 4 Shropshire Water Cycle Study (Halcrow 2009/10);
- 5 Severn River Basin Management Plan (Environment Agency 2009);
- 6 Severn Trent Water draft Water Resource Management Plan and Statement of Response (Severn Trent Water 2008);
- 7 Severn Trent Water draft Business Plan (PR09) (Severn Trent Water 2009);
- 8 Catchment Flood Management Plans – River Severn and Dee (Environment Agency 2008);
- 9 Catchment Abstraction Management Plans – (Various; Environment Agency 2003 - 2007).

Delivery and Monitoring of Policy:

This policy will be delivered by:

- Working with the Environment Agency and relevant water companies to identify locations where there may be environmental or infrastructure capacity constraints and where additional investment may be required to support development;
- Working with partners to deliver the actions within the Severn River Basin Management Plan;
- Working with partners to deliver the actions identified within the Catchment Flood Management Plans (CFMPs);
- The development management process;
- Preparation of the SAMDev DPD, which will be informed by further assessments and verification of flood risk;
- Preparation of a Water Management Supplementary Planning Document SPD;
- Preparation of a Sustainable Design SPD, to include a Sustainability Checklist outlining the water efficiency targets for all types of development;
- LDF Implementation Plan.

The following indicators will be used to monitor the effectiveness of the policy:

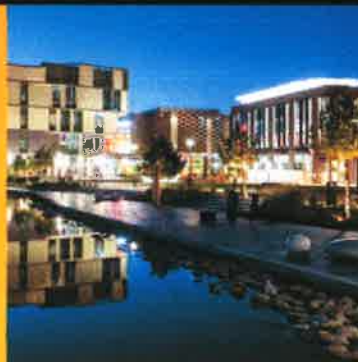
- Planning applications with Environment Agency objections (AMR Core Output Indicator E1);
- Amount of new development in flood zones 2 and 3;
- The number of new developments incorporating Sustainable Urban Drainage Systems (SUDS);
- Progress towards flood and coastal risk management (National Indicator 189).



**Telford & Wrekin
Local Plan 2011 – 2031**

Adopted January 2018

Information



Telford & Wrekin
Local Plan
 2011 - 2031



Adopted January 2018



Telford & Wrekin
 COUNCIL

9 Built environment and heritage

Policy BE 3

Ironbridge Gorge World Heritage Site

The Council will protect and enhance the Outstanding Universal Value of the Ironbridge Gorge World Heritage Site.

Any harm or loss to the World Heritage Site must be clearly justified.

The Council will only support proposals likely to cause substantial harm to the World Heritage Site where it has been clearly demonstrated that there would be substantial public benefits associated with the proposal, or in all the following circumstances:

- The asset cannot be sustained in its current use;
- The asset prevents all reasonable use of the site; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

In these wholly exceptional circumstances where harm can be clearly and convincingly justified and the development would result in the partial or total loss of a heritage asset and/or its setting within the World Heritage Site, the Council will require the developer to record and analyse the asset, including an archaeological excavation where relevant, in accordance with a scheme to be agreed beforehand and to be deposited on the Council's Historic Environment Record.

In determining any application for development, and in undertaking its overall responsibilities, the Council will give significant weight to the international value of the Severn Gorge area as a World Heritage Site.

The Ironbridge Gorge World Heritage Site is an area of special archaeological interest within which all archaeological sites of significance will be afforded the same protection as that given to nationally important monuments. Proposed development will be particularly scrutinised for its potential effect on the archaeology of sites and monuments.

The Council will not support proposals in, or adjacent to, the World Heritage Site that adversely affect the following key features:

- i. The existing topographical character and landscape quality, including the stability of the slopes and river banks;
- ii. The setting of the World Heritage Site including the existing skylines and views to, and from, the Gorge;
- iii. The area's natural diversity and ecology, including amongst others, Sites of Special Scientific Interest and Local Wildlife Sites; or
- iv. The area's distinctive archaeological resource.

In addition to these features, development within the World Heritage Site will need to take account of flood risk and drainage and will be required to demonstrate that the site is stable and that the development can address gas migration.

The Council will only support engineering works or development along the riverside, or within the course of the river, if it can be demonstrated that the natural, historic or archaeological character of the River Severn is preserved or enhanced by the proposal and that there is no adverse impact on the hydrology, ecology or archaeology of the river and associated deposits upstream or downstream.

This policy contributes towards achieving objective 25, 26 and 27.

9.2.1.3 In addition to its status as the Ironbridge Gorge World Heritage Site, the area is designated a conservation area (Severn Gorge Conservation Area). There is an Article 4(2) Direction restricting permitted development rights across the whole site to preserve the visual quality of the streetscape. This Direction controls minor works including most alterations to houses, to front and back gardens and other householder projects such as the installation of solar panels and satellite dishes. The Madeley Neighbourhood Plan provides some elements of control for parts of the site. The Council has also prepared guidance on shopfronts and signage that have SPD status. While these controls collectively provide tools for controlling development at a micro level, it is appropriate that the Local Plan also gives further direction to managing the area holistically and balancing the desire to protect and enhance the Outstanding Universal Value of the WHS alongside its role as a major tourist attraction and contributor to the local economy.

9.2.1.4 The criteria for protecting key features derive from the existing *World Heritage Site Management Plan* and the replacement Management Plan which is currently being prepared. The Council will prepare and adopt an SPD for the WHS that will clarify how Policy BE3 will be applied.

9.2.2 Listed buildings

9.2.2.1 Historic England keeps the schedule of statutorily listed buildings in Telford & Wrekin. The Council is committed to ensuring that these listed buildings are protected. Policy BE4 sets out how the Council will discharge its duties in this respect.

9 Built environment and heritage

Policy BE 4

Listed buildings

The Council will have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The Council will not support development that would detract from or damage the setting of a listed building.

Any harm or loss to the significance of or setting to a listed building must be clearly justified.

The Council will only support proposals likely to cause substantial harm to or total loss of a listed building where it has been clearly demonstrated that there would be substantial public benefits associated with the proposal that would outweigh any harm or loss to the listed building, or all the following circumstances:

- The asset cannot be sustained in its current use;
- The asset prevents all reasonable use of the site; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

Harm to a Grade II listed building is unacceptable other than in exceptional circumstances. Harm to a Grade I or II* listed building is unacceptable other than in wholly exceptional circumstances.

In these exceptional circumstances where harm can be clearly and convincingly justified and the development would result in the partial or total loss of the asset and/or setting, the Council will require the developer to record and analyse the asset, including an archaeological excavation where relevant, in accordance with a scheme to be agreed beforehand and to be deposited on the Council's Historic Environment Record.

The Council will only support applications for alterations, extensions and other changes to listed buildings if the following criteria are met:

- i. The essential form, character and special interest of the building are maintained and the historic interest of the building and its setting are not adversely affected;
- ii. Its architectural features, both internal and external, are preserved intact;
- iii. The proposed development is of an appropriate design in terms of massing, scale, form, proportion, details, colour and materials;
- iv. An alteration, extension or new use can be demonstrated to be in the interest of the long term survival of the building;
- v. Where an extension is proposed, it should be designed to complement the character of the building, be generally subservient in scale and of a suitable form, material and detailed design;
- vi. The development is located in a way which respects the setting and form of the listed building and respects its relationship to surrounding buildings, features, street scene or skyline and does not otherwise impair important views of and from the building;
- vii. The development is of a high quality of design in terms of scale, massing, form, proportions, detailing and materials which is appropriate to the listed building and its context; and

- viii. The development does not result in the loss of features, such as ancillary buildings, boundary walls, trees and hedgerows or materials that contribute to the character of the setting of the building.

This policy contributes towards achieving objectives 25 and 26.

9.2.2.2 The NPPF states that, when assessing development that could affect a heritage asset, such as a listed building, consideration should be given to the asset's conservation since insensitive alterations can harm its significance.

9.2.2.3 In considering applications relating to a listed building the Council will, therefore, require that proposals do not have a detrimental effect upon the building's integrity and character or its setting. When listed building consent and planning permission are required it is recommended that both applications are submitted to the Council at the same time, this will allow the full impact of alterations or development to be assessed.

9.2.2.4 The Council will require all applications that include the alteration, extension and repair of a listed building to limit the loss of its historic character and the scale, materials, intricate details and structure of the building should be respected. When larger alterations, such as extensions, are required it is vital that they are carefully located to create a balance with the rest of the building, not altering views adversely and not changing elevations. Alterations should not remove or hide original features or result in a significant removal of the buildings fabric.

9.2.2.5 The setting of a listed building is often linked to its character and its gardens, grounds, appearance and layout are vital to the overall design of the building. The open space and curtilage of the building, including hedges, walls, trees and buildings, can form intrinsic parts of its setting. Where a building is located in an urban area it can make a significant contribution to the street scene.

9.2.2.6 The conservation of heritage assets requires a holistic approach to understand how development can impact on their significance and how they can be viewed. The setting of heritage assets can directly impact on their significance. The NPPF requires local authorities to identify and assess the particular significance of any heritage asset that may be affected by a development proposal and requires them further to secure the enhancement of such an asset where possible.

9.2.2.7 The NPPF supports the transition to a low carbon future in a changing climate including the use of renewable energy. In the context of the historic environment, measures to support a low carbon future will be supported where they do not conflict with policies relating to the historic environment.

9.2.2.8 The Council will take enforcement action against unauthorised and unacceptable works to listed buildings. Poorly designed additions and alterations to listed buildings, or poorly sited development close to these heritage assets, can damage the historical significance of a building and damage its special interest and value. Even minor repairs and alterations can significantly affect a heritage asset or its setting if carried out insensitively. This includes alterations to the exterior and interior since both are included under listed building designation.

Policy C 3

Impact of development on highways

The Council requires all development to mitigate site specific highway issues and for major developments to:

- i. Ensure that the relevant cumulative impact of new developments on local and strategic road networks are mitigated in a co-ordinated and plan led manner;
- ii. Assess the cumulative impact of new developments by using the Telford Strategic Transport Model (TSTM) or other means as long as these can demonstrate that they are significantly robust. Use of the TSTM can be accessed through the Council's Highways Service;
- iii. Provide a Transport Assessment, where relevant, as part of any planning application; and
- iv. Mitigate the impact of their developments on the borough's local and strategic road networks including any individual committed sums specified by the local highway authority.

This policy contributes towards achieving objective 22.

8.1.3.3 There are two local issues affecting the efficient operation of the highway network within the borough. These are the ability of the existing highway network to absorb additional traffic growth and the design life of the existing highway network. The two issues are interconnected as the majority of the borough's highway network was constructed over a relatively short period (1970s - 1980s) and requires regeneration. Without this it will be difficult to absorb the cumulative impacts of additional development. The Council has been working to secure external funding to help future proof the design of new highway improvements and reduce the cost of developing within the borough.

8.1.3.4 The Local Plan Transport Growth Strategy sets out the strategic impact of all the proposed land use developments on the transport system and assesses alternative ways of mitigating their cumulative impacts. The cost is then apportioned between the public sector and individual developers on a fair and reasonable basis depending on the relative proportions of development and non-development traffic. It addresses both capital and revenue based measures including sustainable travel initiatives as well as highway measures and it sets out a 'fair and reasonable' developer contributions strategy.

8.1.3.5 In addition to their strategic impact, individual developments also have their own more localised impacts on the transport network. These often require more specific measures relating to pedestrian and cycle access, safety improvements, traffic calming and bus improvements. All on-site infrastructure should be provided at the developer's expense and designed to an appropriate standard.

8.1.3.6 In considering the strategic impact of developments, development will need to have regard to the borough's road hierarchy as set out in the LTP. The purpose of the hierarchy is to identify those parts of the network where the primary function of the road is to facilitate the safe and efficient movement of people and goods in order to maintain Telford's profile as a

Regional Growth Point. This is vital to ensure that businesses will continue to invest in Telford and will help safeguard local jobs and the town's long term economic prosperity. These roads are defined as Motorways (SRN), Trunk Roads (SRN) and Primary Routes (PRN).

8.1.3.7 With regard to the SRN, development will be expected to liaise with Highways England in the first instance. The Secretary of State for Transport will retain the statutory role as Highway Authority for the SRN. Telford & Wrekin Council is the Highway Authority for all adopted roads that are not on the SRN.

8.1.4 Design of roads and streets

8.1.4.1 Policy C4 seeks to ensure the design of roads and streets is to the highest standards and provides the maximum benefits, balancing the needs of cars, service and freight vehicles with the needs of the pedestrian, cyclist and public transport user for safe accessible circulation and connectivity to the wider community.

Policy C 4

Design of roads and streets

The Council will require all development to demonstrate that a proposal:

- i. Accords with government guidance, such as *Manual for Streets* and other relevant standards including the *Design Manual for Roads and Bridges* in the design of developments;
- ii. Takes into consideration the needs of pedestrians and cyclists, buses and bus users as well as freight, deliveries and refuse collection vehicles in the design and access of the development;
- iii. Is safe, convenient, well designed with accessible and appropriately lit walking, cycling and public transport routes that provide opportunities for safe sustainable travel within a development as well as links to surrounding community facilities;
- iv. Contains development blocks (avoiding cul-de-sacs) of a size that encourages permeability for walking and cycling and traffic calming measures such as shared surfaces; and
- v. Is designed to an adoptable standard where it is intended that the internal roads, streets, footways, cycleways and energy efficient lighting are to be adopted by the Council.

This policy contributes towards achieving objectives 19, 22, 23 and 25.

8.1.4.2 The design and accessibility of a development is critical to its long term sustainability. Roads and streets must provide opportunities for safe and convenient internal circulation and high levels of external connectivity to the wider community for a broad range of modes. The borough has a varied legacy of road and street design which has had a lasting impact on travel patterns of residents and visitors with the biggest impact a result of the New Town legacy including: the 'Radburn' layout of the New Town estates; the predominance of car use over sustainable modes; and some unsafe, underused walking and cycling routes.

10 Environmental resources

10.2.2.5 As a result of the extensive landbank for crushed rock no new sites for extraction will be allocated. In the event that increased production results in the site's permitted reserves becoming exhausted earlier, subject to environmental constraints, an extension to Leaton quarry would be considered to replenish reserves.

10.2.2.6 The only other alternative crushed rock supplies within the borough that are not sterilised or exhausted are at the Ercall, near the Wrekin, the Wrekin itself and Lilleshall Hill. The Ercall is within the Shropshire Area of Outstanding Natural Beauty (AONB) and there is housing on and adjacent to Lilleshall Hill. The disused Ercall Hill and nearby Maddox Hill crushed rock quarries, both geological SSSI sites, were last worked for crushed rock in the mid-1980s, when they were permanently closed down to concentrate production at Leaton Quarry. It is therefore a sustainable continuation of planning policy for any future allocation of crushed rock resources to be an extension of Leaton Quarry, subject to it being environmentally acceptable.

10.2.3 Sand and gravel resources

10.2.3.1 Sand and gravel is used for ready mix concrete, precast concrete products and other construction material. The market area for sand and gravel aggregates produced in Shropshire is generally local and whilst some material is supplied into adjacent areas to the north and west.

Policy ER 4

Sand and gravel resources

The Council will support proposals for new sand and gravel sites if one or more of the following circumstances apply:

- i. The need for the mineral outweighs the material planning objections (Policy ER6);
- ii. Working would prevent the sterilisation of the resource; and/or
- iii. Significant environmental benefits would be obtained.

Proposals for a new sand and gravel quarry should demonstrate they are environmentally acceptable to work and be consistent with Policy ER 6 and other relevant plan policies.

This policy contributes towards achieving objectives 4 and 29.

10.2.3.2 It is acknowledged that the NPPF promotes a growth and development agenda to which the Local Plan has responded accordingly. However, due to the ready availability of an adequate and steady supply of sand and gravel resources from existing proximate sites in other parts of the Shropshire sub-region it is considered there is no need for the plan to identify additional sites. Should exceptional circumstances occur where the need for additional extraction of sand and gravel reserves can be demonstrated, new sites will be considered provided they are environmentally acceptable to work.

10.2.3.3 The ENTEC report *Assessing Sand and Gravel Sites for Allocation in the Shropshire sub region: Site Assessment Report* (including Telford & Wrekin) jointly commissioned by Shropshire Council and Telford & Wrekin Council (March 2010) and later addendum (February 2011) considered appropriate sites for the sub region for sand and gravel resources. The only

other site in Telford & Wrekin considered as a future allocation was Pave Lane in the east of the borough close to an existing commitment for sand and gravel extraction at Woodcote Wood in Shropshire. However, Pave Lane was classed as 'least preferred' in the report meaning that it should only be considered if one or more of the unworked site commitments (Sleap/Barnsley/Woodcote Wood) in Shropshire fail to come forward. In the case of two of these sites (Sleap and Woodcote Wood), the mineral operators and landowners concerned have confirmed that there is a clear intention to work these sites during the Plan Period; furthermore the latest LAA data demonstrates there is sufficient supply from existing operations, commitments and additional resources allocated at three sites in Shropshire Council's Local Plan, together with a very strong likelihood of additional allocations and windfall sites being identified in Shropshire as part of its current Local Plan review process. These resources will be more than adequate to satisfy the identified need for sand and gravel in the sub-region.

10.2.3.4 Where the need for additional extraction of sand and gravel reserves can be demonstrated then consideration will be given to Pave Lane for sand and gravel extraction in line with policies ER4 and ER6, with reference to cumulative impact concerns if the site was to come forward in close proximity to Woodcote Wood site.

10.2.4 Maintaining supplies of brick clay

10.2.4.1 National policy requires that stocks of permitted reserves are provided to support investment in new and existing plant and equipment that use industrial minerals. Brick clay is used to produce paviors, bricks, tiles and other clay products. Policy ER5 sets out the Council's approach to managing this resource.

Policy ER 5

Maintaining supplies of brick clay

The extraction of Etruria Marl is expected to be focused at Hadley Quarry.

Resources have been identified within this area which will allow production to continue at the brick/tile works until the end of the Local Plan. The Council will not support the extraction of clay will unless there is clear evidence of a deficiency in supply.

This policy contributes towards achieving objective 29.

10.2.4.2 Permissions were granted at Hadley Quarry to secure reserves to maintain supplies for more than 25 years at Blockleys brick works in line with the NPPF requirements. Further supplies are also available at two active sites in Shropshire (Caughley and Knowle Sands), both with sufficient supply for over 20 years (at current rates of production). The Council has a sufficient amount of workable brick clay up until 2031. Therefore, there is no need to allocate any additional sites in the borough.

10.2.4.3 Extensive supplies of brick clay have been worked within Telford over the centuries from the Hadley clays. However due to a combination of sterilisation and exhaustion of supplies, the only working site is at Hadley Quarry. This has planning permission to work brick clay until the end of 2032.

4 Economy

4.3.5 Tourism in the UK generates over £113 billion to the economy. Telford's growing success in this sector makes it a major contributor through its reputation to attract national and international business. In context, tourism in the borough attracts over 4.6 million visitors spending over £415 million per annum from over 5,000 events.

4.3.6 The tourism sector supports over 5,000 jobs, representing 7% of employment in the borough. Averaged out, and including the wider supply chain, over £13 million is spent in the local economy each month.

4.3.7 The Local Plan aims to develop this offer further, growing existing markets through a more targeted and packaged approach to marketing to attract even more visitors. This will ensure that the borough's offer gains a higher return and it is seen as a destination to visit all year round.

4.3.1 Improving links to tourist destinations

4.3.1.1 There are a number links between tourism assets such as Southwater and the World Heritage Site through Telford Town Park and along the Silkin Way. Policy EC11 aims to enhance such links to increase connectivity, transport integration and visitor way finding to support delivery of a central, well connected and welcoming visitor destination.

Policy EC 11

Improving links to tourist destinations

The Council will encourage development which:

- i. Enhances the links and connectivity between Telford Town Centre and Ironbridge Gorge World Heritage Site via Telford Town Park; and/or
- ii. Improves accessibility between Telford Town Centre and Telford Central railway station, including access to Southwater and The International Centre.

This policy contributes towards achieving objectives 5, 22, 23 and 25.

4.3.1.2 The main shopping area at the Telford Shopping Centre provides an accessible and protected internal environment for pedestrians. However, the pedestrian routes to and from the main shopping area and elsewhere in Telford Town Centre are poorly defined and require improvements. Access between the existing main shopping area and the rest of Telford Town Centre is particularly constrained in the evening by the closure of the shopping area.

4.3.1.3 The Council has recently invested in new wayfinding to help transform the visitor welcome and navigation around Telford Town Centre and also enhanced visitor footfall but recognises that it will need to do more. Signage around Telford Town Centre, visitor information and electronic signage should be further enhanced along with developing gateways signage to capture traffic into and passing the destination. The Council will also encourage neighbouring landowners and other inward investors to collaborate on the provision of improvements including better lighting, promoting new uses in the evening and other ways of making pedestrian access safer and more inviting outside of shopping hours.

4.3.2 Leisure, cultural and tourism development

4.3.2.1 The Council seeks to promote the development of the new business district and around the Telford Town Centre in order to generate business tourism and enable public events with the facilities and infrastructure to meet the needs of the visitor encouraging their return. It is vital to deliver quality and differentiation through distinctive developments. Consistent improvements to infrastructure will be key to this including transport, connective technology including high speed broadband, visitor way finding and signage.

4.3.2.2 In the business tourism market, priority will be given to developments that are stand out, unusual or alternative in size, scale and offer to ensure distinctiveness.

4.3.2.3 Another way of increasing the borough's profile as a tourism destination is by packaging its offer to attract more overnight and repeated visits. This policy aims to increase stays/occupancy rates at local hotels and increase footfall to attractions.

Policy EC 12

Leisure, cultural and tourism development

The Council will support development for new cultural, tourism and leisure activities and improvements to existing facilities where they meet the following criteria:

- i. They are located in an accessible location within or adjacent to the borough's centres;
- ii. They include a high quality public realm; and
- iii. They are well connected via travel plans to secure links to public transport, parking and visitor wayfinding.

New conferencing and business tourism facilities will be concentrated in Telford Town Centre. Consideration will also be given to enhancing unique venues and the creation of new outdoor venues and activity centres around key tourist destinations.

Elsewhere in the borough, the Council will support leisure, cultural and tourism facilities provided it can be demonstrated that they cannot be accommodated in the borough's centres as well as complying with (ii) and (iii) above.

The Council will support major hotel accommodation within or immediately adjacent to Telford Town Centre, Newport and Wellington Market Towns.

The Council will expect applications for tourist accommodation to demonstrate how they will broaden the range and quality of provision in the borough.

The Council will safeguard the alignment of the Shrewsbury and Newport Canal (as shown on the Policies Map) with a view to its long-term re-establishment as navigable waterways by:

- i. Not supporting development likely to destroy the canal alignment or its associated structures
- ii. Ensuring that when the canal is affected by development the alignment is protected or an alternative alignment provided.

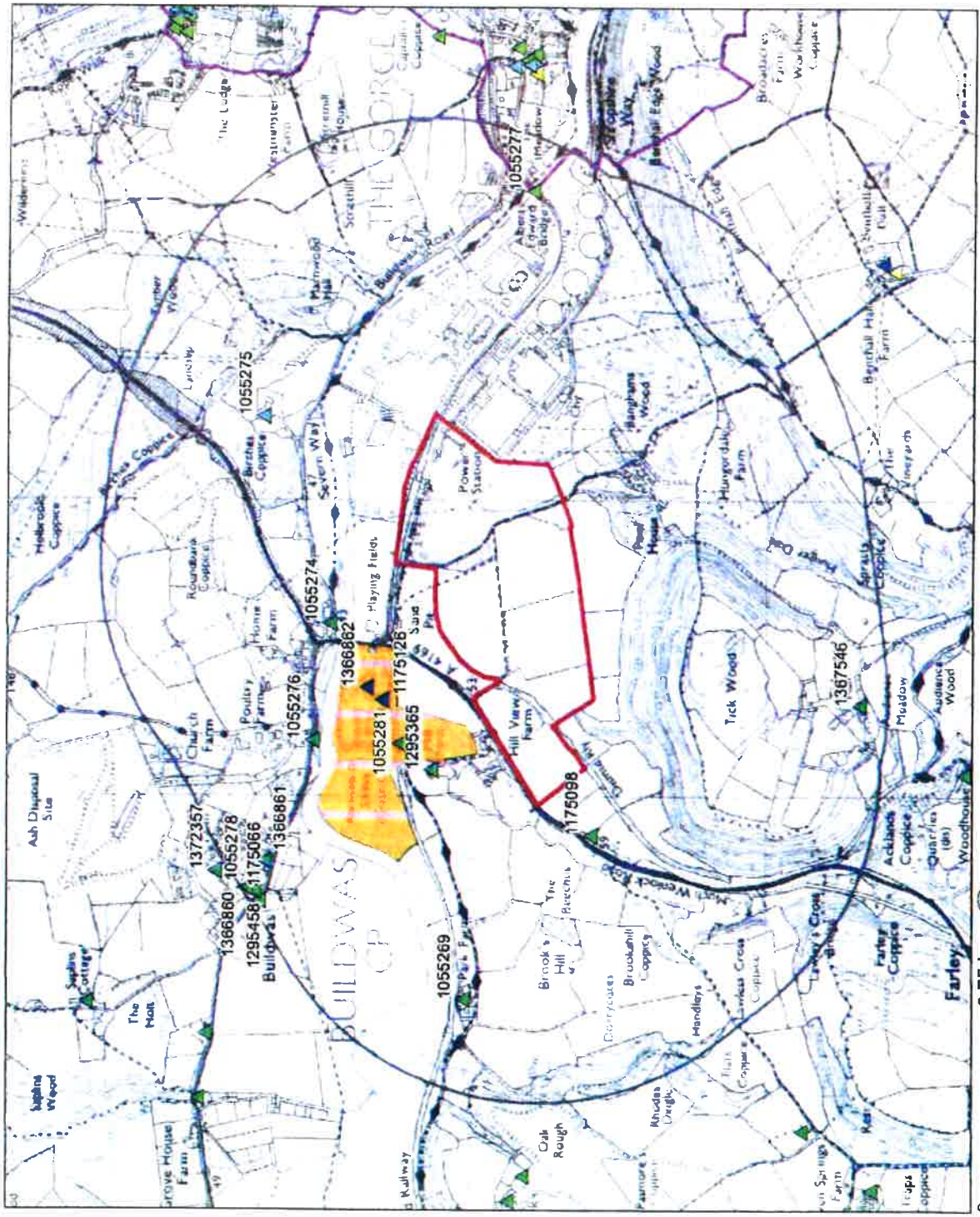
This policy contributes towards achieving objective 5.

4.3.2.4 To future proof the borough's competitiveness as a destination for business and tourism the Council needs to ensure the borough's attractions are fresh and attractive to visitor markets. Certain areas will need to increase the depth of their offer to attract even more short break and return visits. This will also ensure that the borough sees more business visitors who choose to extend their stay. Combining the borough's assets into an inclusive marketable package will safeguard attractions, encourage the borough to compete with other destinations and increase local business growth within the tourism sector – strengthening Telford & Wrekin's local visitor economy.

4.3.2.5 The Council will encourage new inward investment to promote visitor wayfinding as a means of transforming the visitor welcome of Telford Town Centre and other centres such as Ironbridge which attract lots of visitors.

KEY

- Site
- 1km Buffer
- Grade I Listed Building
- Grade II Listed Building
- Grade II* Listed Building
- Scheduled Monument
- World Heritage Site



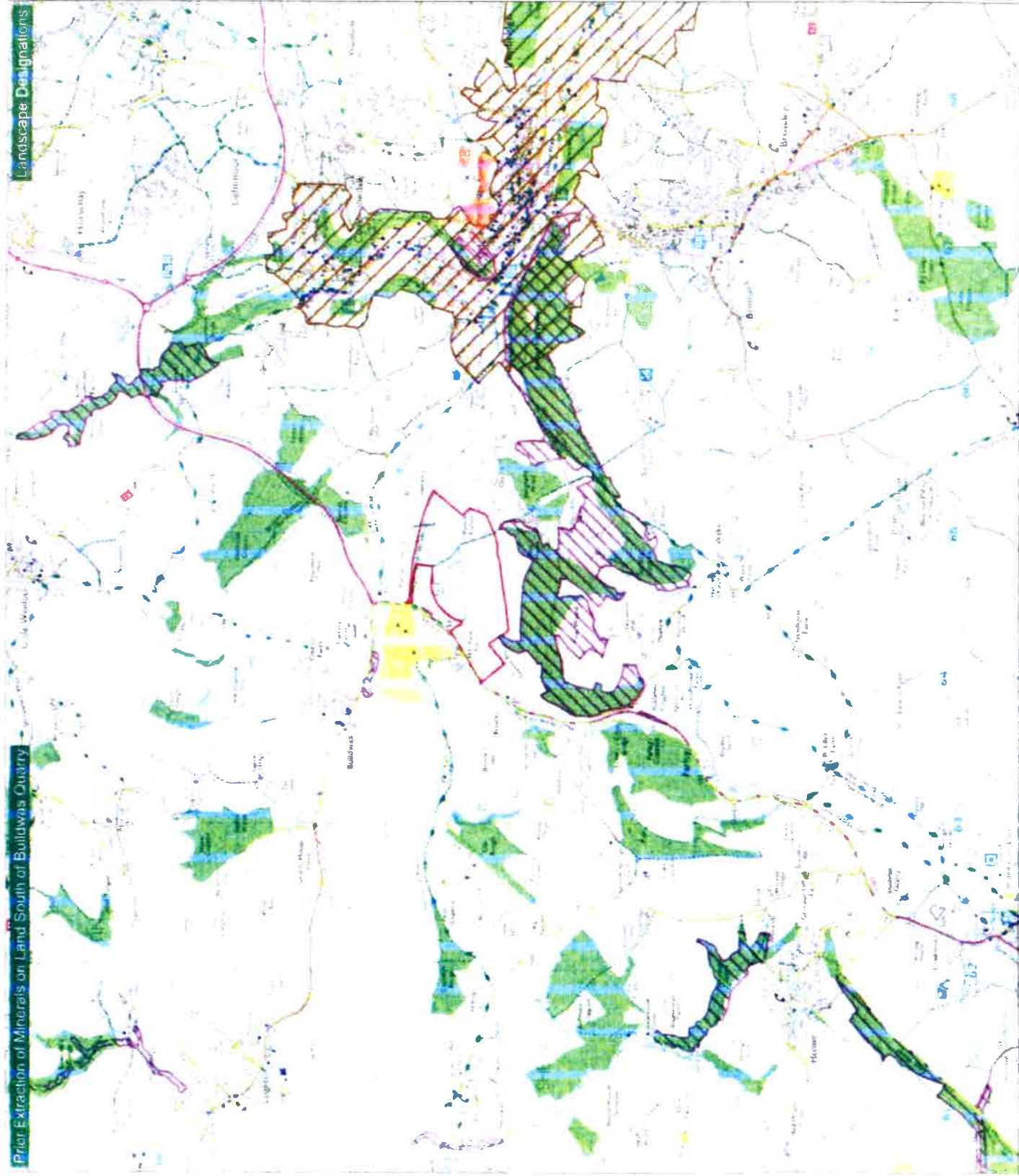
Revisions:
First issue- 12/09/2019 DS
Second issue- 06/12/2019 DS

Figure 1: Designated Heritage Assets

Land at Ironbridge Power Station, Ironbridge

Client: Heaton Planning
DRWG No: P19-2239_01 Sheet No: - REV: -
Drawn by: DS
Approved by: -
Date: 05/12/2019
Scale: 1:20,000 @ A4





LEGEND

- Application Boundary
- World Heritage Site
- Local Nature Reserve
- Site of Special Scientific Interest (SSSI)
- Area of Outstanding Natural Beauty (AONB)
- Scheduled Ancient Monument
- Ancient Woodland
- Listed Buildings

Heatons

PROJECT
Land South of Buildwas Quarry

DRAWING TITLE

Landscape Designations

DATE REFERENCE

December 2019 FIGURE 15/2

SCALE

1:25,000 @ A3

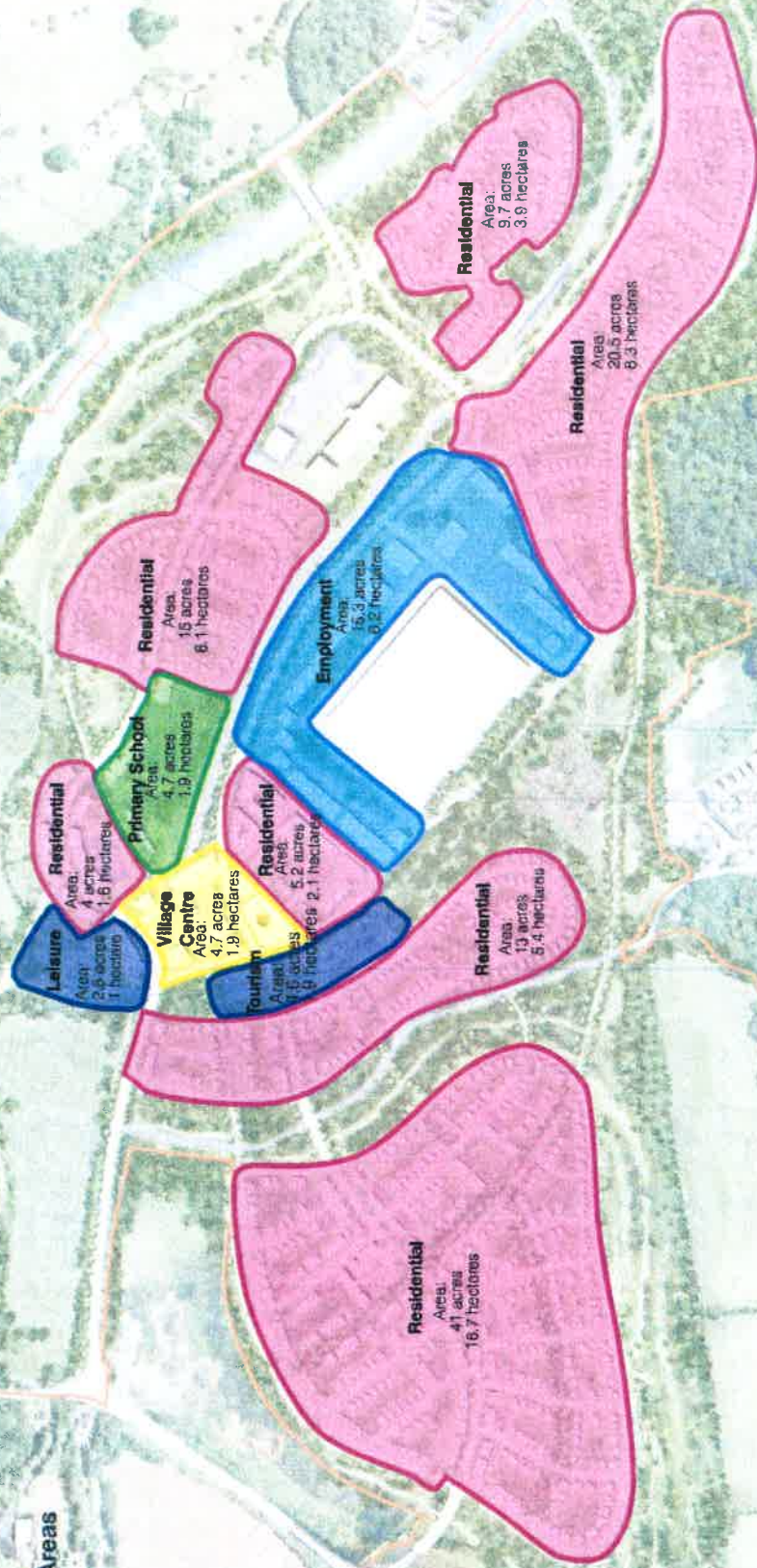
STATUS

FINAL

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7.1 Uses

Uses and Associated Areas



**Total Residential
Development Area**

**108.4 acres
44 hectares**

**Total Employment
Development Area**

**15.3 acres
6.2 hectares**

**Total Village Square
Development Area**

**4.7 acres
1.9 hectares**

**Total Primary School
Development Area**

**4.7 acres
1.9 hectares**

**Total Leisure & Tourism
Development Area**

**7.2 acres
2.9 hectares**

URBAN VISION PARTNERSHIP LTD

West Midlands Aggregate Working Party

Annual Monitoring Report 2016, incorporating data from January – December 2016

Revised version – January 2018

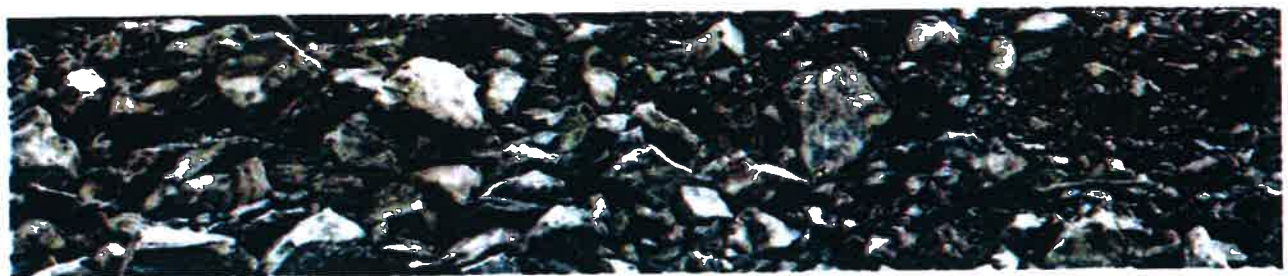
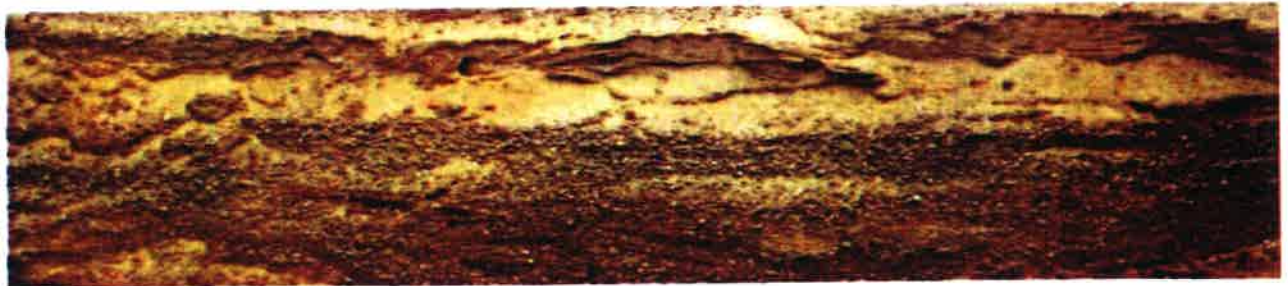
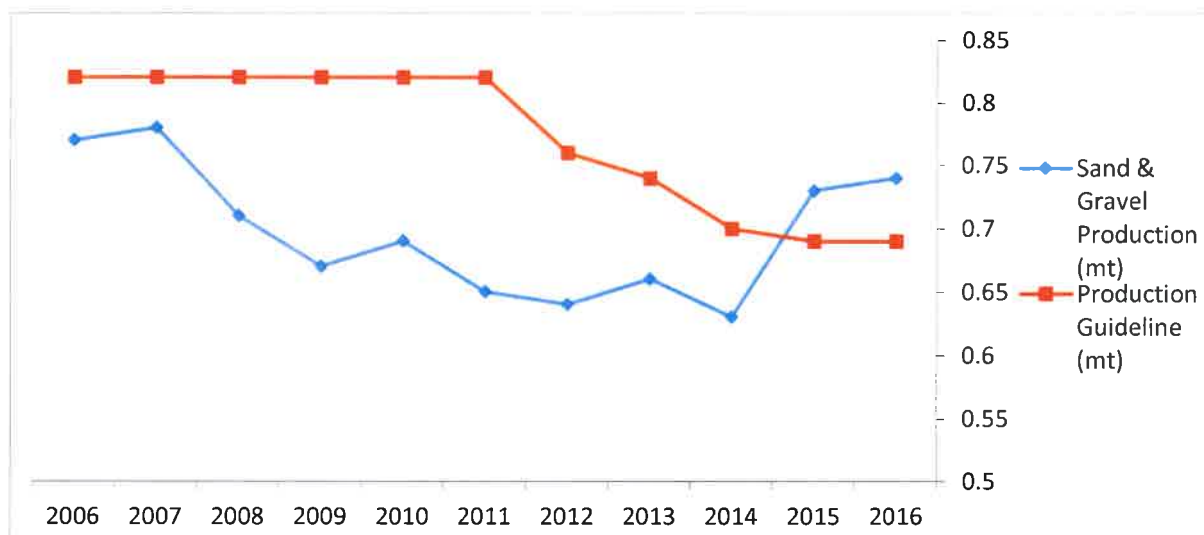


Table 5: Landbanks for aggregates (2016)

2016 Aggregate Sales (million tonnes)		Permitted Reserves at 31/12/16 (million tonnes)	Average Annual Sales 2007 – 2016 (million tonnes)	Landbank as at 31/12/2016 (years) (based on 10 years average sales)
Crushed Rock				
Shropshire (and Telford)	2.69	114.44	2.39	47.81
Worcestershire	0.72	202.14	0.98	206.3
Herefordshire				
Staffordshire				
Warwickshire				
West Midlands Conurbation	-	-	-	-
TOTAL CRUSHED ROCK LANDBANK	3.92	316.58	3.37	93.94
Sand and Gravel				
Herefordshire	0.13	2.75	0.13	21.15
Worcestershire	0.39	4.29	0.60	7.15
Shropshire (and Telford)	0.74	11.29	0.668	16.9

Figure 1: Shropshire Sand & Gravel Sales and Production Guideline 2006-2016 (million tonnes [mt])*Sand and Gravel*

6. Aggregates monitoring data for 2016 indicates that the market area for sand and gravel aggregates produced in Shropshire is generally local and whilst some material is supplied into adjacent areas to the north and west, only a limited amount of sand and gravel produced from Shropshire is currently exported eastwards to the main markets in the West Midlands conurbation due to the availability of more proximate and higher quality materials closer to these markets, although Shropshire continues to supply significant amounts of sand and gravel for construction activity in Telford. These trends are expected to continue;
7. The landbank of permissions for sand and gravel working has remained consistently above the minimum level required by NPPF of 7 years. The permitted landbank was equivalent to almost 17 years' production in 2016. In taking planning decisions, Shropshire Council has responded positively to both planned and windfall applications to release more material to maintain productive capacity to counter balance the impact of the unworked site commitments referred to in paragraph 4 above. This is illustrated in Table 3 and Figure 2 below:

Table 3: Sand & Gravel Reserves and Landbank 2006-2016

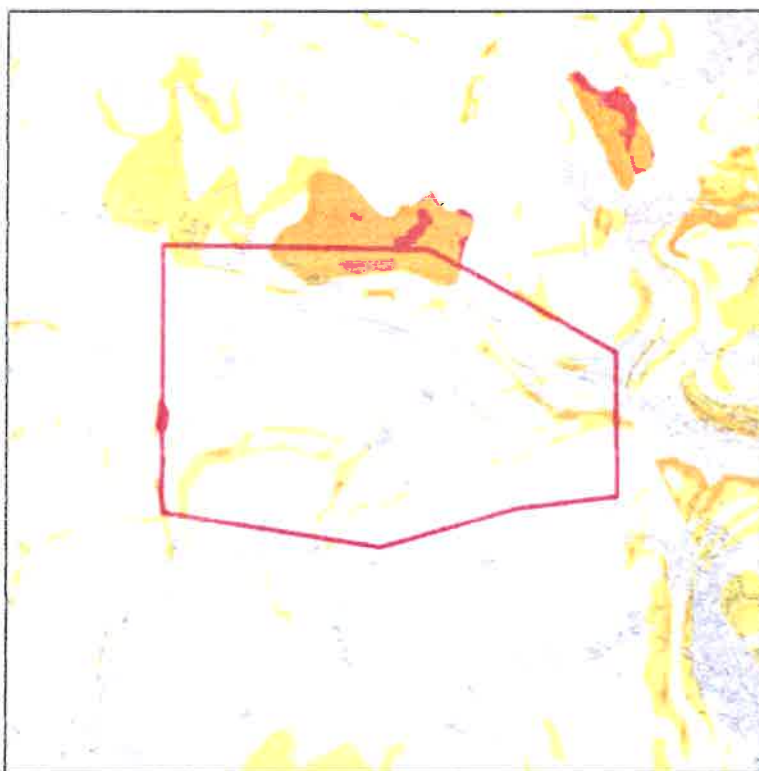
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Sand & Gravel Reserves (mt)	16.89	16.11	12.23	14.40	13.77	13.55	12.86	13.95	12.27	10.43	11.69
Sand & Gravel Landbank (years)	20.60	19.65	14.91	17.56	16.79	16.52	17.38	18.85	17.45	15.05	16.94
Minimum Landbank Required (years)	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00

Source: local monitoring data



Maps of potential for natural landslide

The following map shows where significant natural ground instability due to landsliding could occur. The indicative implications are shown in colour and are described in the key. Please note that a landslide is reported as potentially significant only if it lies at least partly within the search area. The unshaded (white) areas on the map (levels A, B or 'No hazard') represent areas where the conditions that cause natural ground movements due to landslide are considered to be absent or unlikely to be significant. This does not take into account artificial drainage or man made changes to the ground such as buildings or retaining walls.



Note: Landslide mapping in this area precedes the release of the Environment Agency's aerial LiDAR. Previously unmapped landslides have been added to this area since then (see Figure 2).

Contains OS data © Crown Copyright and database right 2019

Search area indicated in red

Key to Landslide Hazard:

Level	Hazard rating	Advice for public	Advice for specialist - compressible
C	Possibility of slope instability problems after major changes in ground conditions.	Ask about implication for stability if large changes to drainage or excavations take place near to buildings.	New build – Consider possibility of trench side or slope movement during excavations, or consequence of changes to drainage. Possible increase in construction cost to remove possibility of potential slope stability problems. Existing property – No significant increase in insurance risk due to natural slope instability problems.
D	Significant potential for slope instability with relatively small changes in ground conditions.	Avoid large amounts of water entering the ground through pipe leakage or soakaways. Do not undercut or place large amounts of material on slopes without technical advice.	New build – Assess slope stability of site and consequences of excavation, loading and water content changes during and after construction. Existing property – Probable increase in insurance risk due to natural slope instability after changes to ground conditions such as a very long, excessively wet winter.
E	Very significant potential for slope instability. Active or inactive landslides may be present.	Seek expert advice about stability of the ground and its management to maintain and increase its stability.	New build – Slope stability assessment necessary, special design may be necessary, construction may not be possible. Existing property – Significant increase in insurance risk in some cases. Site-specific consideration is necessary to separate cases where landslides are stabilised or ancient and stable from those that may be active or may fail.

The assessment of potential landslide hazard refers to the stability of the present land surface. It does not encompass a consideration of the stability of new excavations.

Date: 23 August 2019

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BGS_302956/3645

MUCH WENLOCK TOWN COUNCIL
HARWORTH ROAD PROPOSAL
A4169

1. Traffic Lights

2. Junction

3. Bridge

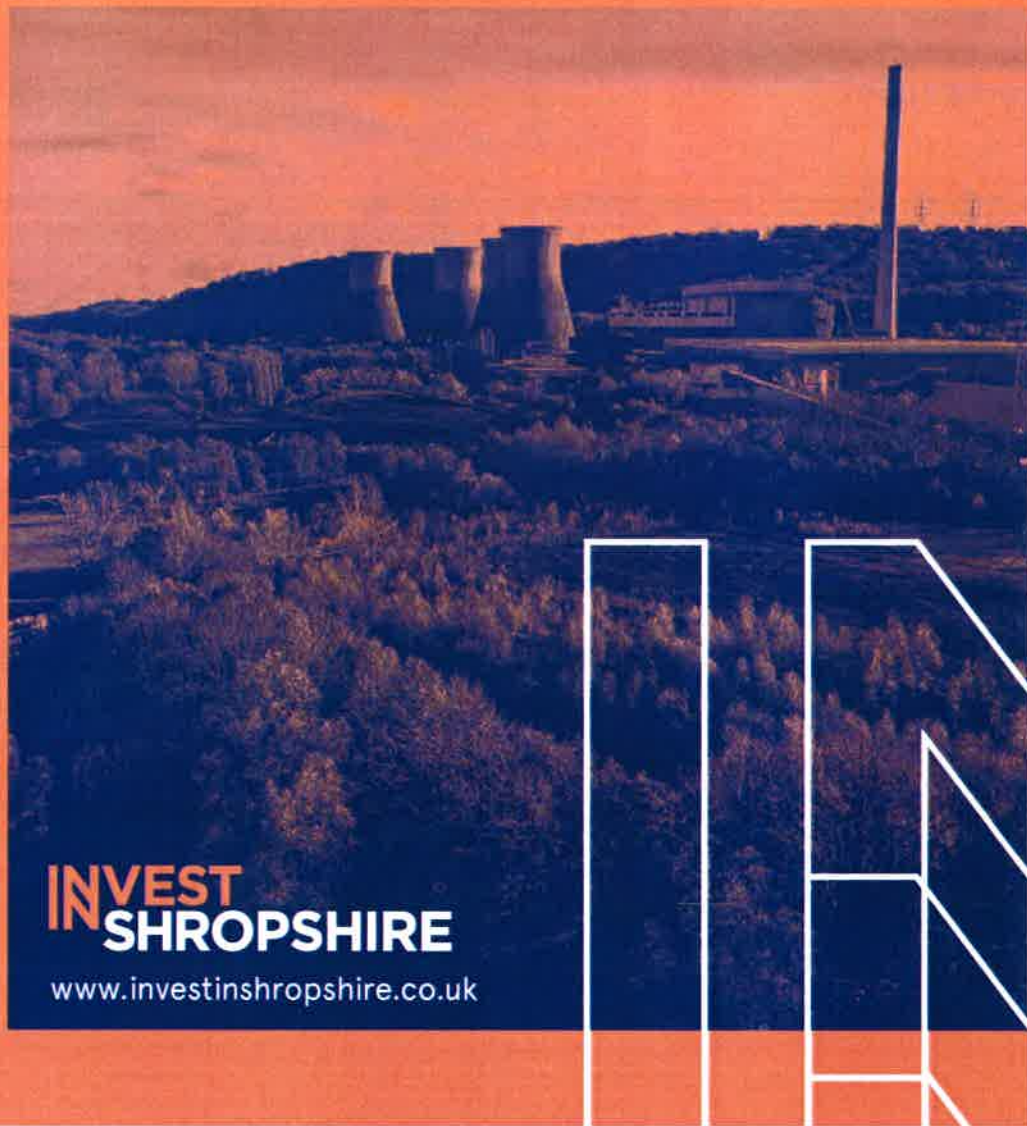
4. Traffic Lights

5. Island

Points 1. to 5. represents 3/10th Mile



SHROPSHIRE DEVELOPMENT OPPORTUNITIES MIPIM 2019



OUR SPONSORS

Harworth

Harworth Group plc is a FTSE 500 company and one of the largest land and property regeneration companies across the North of England and the Midlands, owning and managing c.21,500 acres on around 140 sites. We bring life to former industrial sites and turn derelict land into employment areas and new homes.

MORRIS PROPERTY

Celebrating its 150-year heritage, fifth-generation family run business, Morris Property manages a portfolio of 225 properties and has an active construction arm. It is the largest local property business in Shropshire working across three sectors: investment and development, building contracting and house building.

MONTAGU EVANS

Montagu Evans have helped shape some of the UK's largest commercial retail, leisure, residential and mixed-use projects. Working with over 100 councils including Shropshire Council, we help to create sustainable communities through their people, property, policy and place making.

BERRYS

PROPERTY | BUSINESS | PLANNING

Berrys is a leading firm of chartered surveyors and valuers, property and business consultants and chartered town planners. Through the network of 5 offices in Shropshire, Northamptonshire, Herefordshire and London, the team offers expertise across the residential, commercial and rural sectors.

WSP

WSP is one of the world's leading engineering professional services consulting firms. With 7,800 talented people in the UK and more than 43,600 globally, we are technical experts who design comprehensive and sustainable solutions and engineer projects that will help societies grow for lifetimes to come.

LD&DESIGN

LDA Design make great places and shape the world for the better. The company has received over 100 awards for contemporary and historic parkland design, urban renewal and historic town centre improvements and were appointed to deliver the vision and masterplan that forms the Shrewsbury Big Town Plan.

WELCOME



Be part of the Shropshire Success Story...

Invest in Shropshire creates the conditions for economic growth across one of the prettiest counties in the UK. Committed to sustainable growth – of jobs and people – we develop sites, infrastructure and skills to realise your vision, alongside a lifestyle offer that is second to none.

Shropshire is unique. A county of contrasts: rooted in heritage and history with its sights set firmly on the future. We want to creatively reuse our heritage buildings and estates to create unique, inspiring places.

Boasting major companies, burgeoning growth sectors and a commitment to embracing 21st century technologies, we believe Shropshire has the energy and ambition to build a prosperous future.

Situated at the heart of the UK with great connectivity, a vibrant business community and major development sites, Shropshire is a serious investment proposition.

And there's the lifestyle: house prices below national average, schools among the best in the UK, fresh country air, stunning scenery and a landscape that supports a wide range of leisure pursuits from extreme sports to relaxed recreational activity: from exploring historical buildings and distinctive shops to fine restaurants and great country pubs.

With so many factors making Shropshire such an attractive investment location, isn't it time you took a closer look?

FORMER IRONBRIDGE POWER STATION

This Brownfield site is available for a comprehensive new garden settlement development and provides the opportunity for true place-shaping including a range of housing, employment and associated community facilities.

A number of other mixed uses including leisure have been mooted but employment land use including B1 (a, b and c), B2 and B8 is the preferred strategic priority.

Environmental Technology is a key Shropshire sector including energy management. The existing high voltage electric grid connection has potential for industrial users with significant energy requirements to form a cluster on the site.

The site will be available in 3-4 years with significant investment over the life of the project which could be 10-15 years.

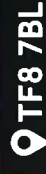
The site has close proximity to Midlands and North West conurbations as well as into Wales picking up the A5 which is part of the Trans-European Transport Network (TEN - T) from Felixstowe to Holyhead. This brownfield site has the potential to deliver up to 1,000 dwellings, 20 hectares of employment land and create 4,520 FTE jobs.

It is located on the southern bank of the River Severn approximately 0.75 miles from Ironbridge village. The boundaries of the eastern part of the site lie immediately adjoining, but excluded from, the Ironbridge Gorge World Heritage Site which is a key visitor attraction.

The Harworth Group PLC purchased the entire site during 2018. A Planning and Development Brief is available (undertaken by previous owners Uniper) and details planning permission for the demolition of zones to enable land to come forward for housing and employment.

The opportunity is a chance to place-shape an entire community: to create an innovative new town set within a desirable location in the centre of England.

Former Ironbridge Power Station

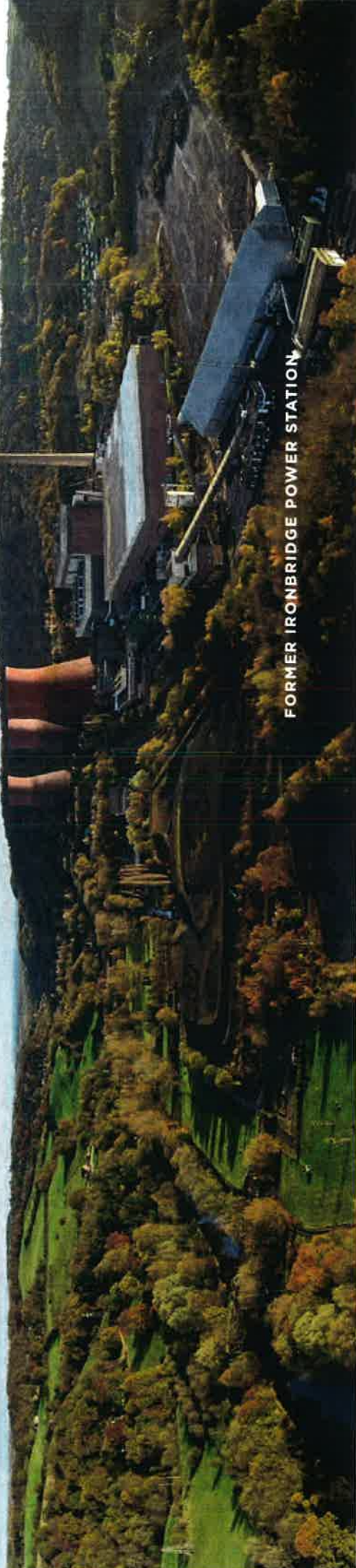


Overall developable land - 142 hectares (350 acres)

Planning use - Mixed

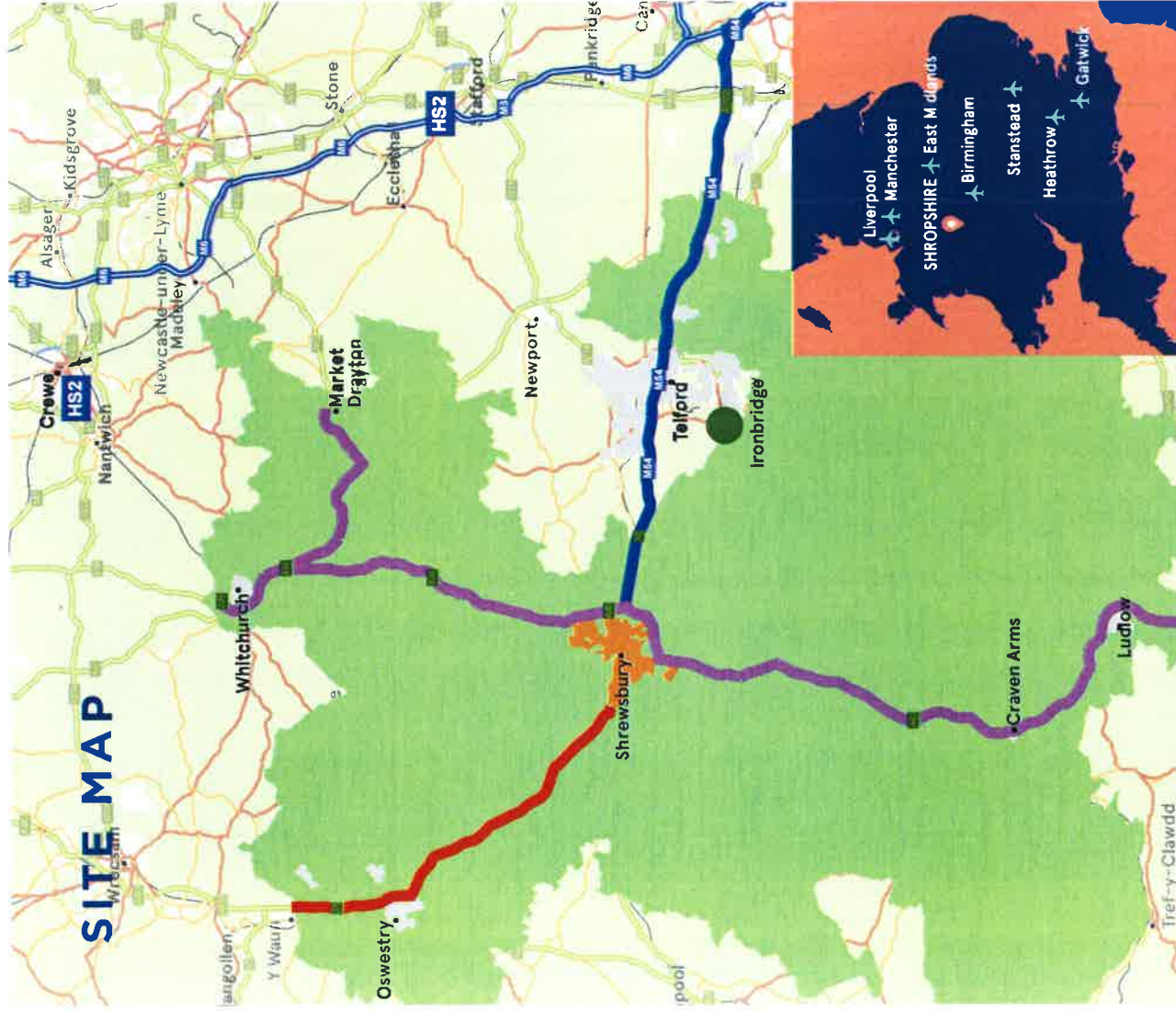
Developer - Harworth Group

Major Local Companies - Grainger & Worrall, Craven Dunhill, Trident, Corram Showers, Classic Motor Cars, Bridgnorth Aluminium, SNG Barratt



FORMER IRONBRIDGE POWER STATION

SITE MAP



SHREWSBURY - THE BIG CONNECTION
SHREWSBURY - SUE SOUTH & SUE WEST
OSWESTRY GROWTH CORRIDOR
A49/A41 CORRIDOR

MORE ABOUT SHROPSHIRE

SECTOR STRENGTHS



CREATIVE
& DIGITAL



CONSTRUCTION



FOOD & DRINK



AGRI-TECH



ENVIRONMENTAL
SCIENCE & TECH



ADVANCED
MANUFACTURING
& ENGINEERING



BUSINESS,
PROFESSIONAL &
FINANCIAL SERVICES



HEALTH &
SOCIAL CARE



ANNUAL GROSS
SALARY (2015)
£24,780



THE AVERAGE HOUSE PRICE
(JAN 2017) IN SHROPSHIRE
£204,479
8 times average gross salary (This is a third less than the South East, at £319,368)



89% SCHOOL ACROSS
SHROPSHIRE RATED AS
GOOD OR OUTSTANDING
(AUGUST 2016)

CHARLES DARWIN

Shrewsbury's most famous son celebrated each year at the Darwin Festival.

Shropshire offers an eclectic and stylish mix of over 300 pubs, bars and tap houses and nearly 1200 restaurants.

Shropshire has 13,000 hectares of publicly accessible parks, heritage sites and nature reserves/ areas of natural beauty.



If you would like
to discuss what
Shropshire could
offer your business
then please speak
to our **Invest Team**
to discuss your
requirements.

You can get in touch
either by calling us on
+44 (0)1743 257777
or email us at
invest@shropshire.gov.uk
www.investinshropshire.co.uk

INVEST
SHROPSHIRE



27/02/2019 - [Permalink](#)

Shropshire – building a prosperous future

Related topics: [Partner organisations](#)

Shropshire is unique. A county of contrasts: rooted in heritage and history with its sights set firmly on the future. It boasts major companies, burgeoning growth sectors and is committed to embracing 21st century technology.

It is for these very reasons that Shropshire Council believes that the county has all it needs, and more, to build a prosperous future.

This is the second year that Shropshire Council, as part of the Midlands UK delegation, is showcasing the county at the world's leading real estate show – MIPIM, which takes place in Cannes next month (March 2019).



MIPIM 2018 in Cannes

Steve Charmley, Shropshire Council's deputy Leader, and Cabinet member for economic growth, corporate and commercial support, said:

“

“Our attendance at MIPIM last year was the start of many promising conversations with people and organisations who never even knew that Shropshire existed. There is a real buzz around our county as a place to invest.

“Since then we’ve been busy building on these relationships and, although there’s nothing more I can say right now, I’m extremely excited about the future.

“Going to MIPIM this year will enable us to continue this important process, carry on conversations and start new ones.”

”

Three delegates from Shropshire Council will be attending the show, including Steve Charmley, executive director for place, Mark Barrow, and business growth and investment manager, Matt Potts. They will be joined by delegates from their partners and sponsors: Harworth Group plc, Berrys, Morris Property, WSP, Montagu Evans and LDA Design.

Whilst there, the council will showcase four investment opportunities via two events:



the former iron bridge tower station site which will be led by Hal North Group plc, the Gateway Growth Corridor and the A49/A41 Growth Corridor.

Steve Charmley added:

“

“All of these are fantastic investment opportunities and we’re looking forward to sharing them with a wide audience. I’m confident that we’ll capture people’s imagination and inspire them to take a closer look.

“This year we have lots of partners who we’re pleased to be working alongside. We’re really delighted with the sponsorship and support they’ve shown. It’s a demonstrable sign of their commitment to Shropshire and belief in the investment offer. It also has the added benefit of reducing our cost of attending the show, which we expect to be around £10,000 – equivalent to the cost of advertising in just a couple of publications.

“Shropshire is special, so let’s make sure we tell people who can help us to make it even better.”

”

For further information about Shropshire's presence at MIPIM, please visit the council's Invest in Shropshire website (<http://www.investinshropshire.co.uk/current-property-availability/mipim/>).

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Applications going to Southern planning committee on 10 March 2020 03/03/2020

Free bus travel into Ludlow and Bridgnorth this month 03/03/2020

Categories

Adult social care

Assets and estates

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Community

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Democracy

Economic growth





View our Twitter account: <https://www.twitter.com/@InvestInShrops/>

TALK TO OUR TEAM +44 (0)1743 257777



CURRENT DEVELOPMENTS

FORMER IRONBRIDGE POWER STATION

THE OPPORTUNITY

A high-quality design-led development right in the heart of Shropshire, close to the birthplace of the industrial revolution.

The Ironbridge Power Station site is located in the historic setting of Ironbridge on the Telford and wider Shropshire border in close proximity to the M54 Motorway and wider West Midlands

The site has been masterplanned for a new development incorporating a range of housing, employment and leisure uses and associated community facilities.

At the centre of the site will be the re-use of the site's former rail connection, which will not only improve the sustainability credentials of the new development but has the potential to significantly improve public transport connections for local



residents and tourists into this part of the West Midlands region.

It is located on the southern bank of the River Severn approximately one kilometre from Ironbridge village. The boundaries of the eastern part of the site lie immediately adjoining, but excluded from, the Ironbridge Gorge World Heritage Site which is a key visitor attraction.



The site forms the largest single redevelopment site in Shropshire. Its 142 hectares, located on the border of neighbouring Telford at the heart of Shropshire, is in a rural environment with good road and rail connectivity to the Black Country and wider West Midlands.

Harworth Group plc has submitted an outline planning application to both Shropshire Council and Telford & Wrekin Council as they seek permission for the 142 hectare site's long term redevelopment. They have also submitted a separate application to extract up to 1.9million tonnes of sand and gravel to Shropshire Council.

The outline application includes plans for 1,000 homes, a new local centre to contain a mix of leisure, commercial, retail and health uses, a primary school, nature corridors, public open space and the re-use of the site's pump house to support either retail, community or river-based uses. This site's 20 hectares of employment land has the potential to create 4,520 jobs.

The application is supported by a number of key documents which explain how the plan has been arrived at, including a detailed Design & Access Statement, a full Transport Assessment and a series of environmental plans including flood risk and ecological assessments.

The application follows eighteen months of detailed consideration, including two public consultations held on-site in 2018 and 2019 which attracted nearly 1,000 people in total, establishing a detailed understanding of the site's assets and constraints and considering the site's role in supporting Ironbridge's leisure & tourism offer. The application is expected to take between six to twelve months to consider and then determine.

Please click on the link for the **WMCA Investment Prospectus**
(http://www.investinshropshire.co.uk/wp-content/uploads/2020/02/Former-Iron-Bridge-Station_WM-Prospectus-Inserts_2020.pdf)



QUICK FACTS

Former Ironbridge Power Station TF8 7BL

Overall developable land 142 hectares (350 acres)

Planning use Mixed: housing, employment, leisure community uses

Developer Harworth Group

Major Local Companies: Ironbridge Gorge Museum Trust, Steelmart International Ltd, Marnwood Properties Ltd, Valley Hotel Ltd, Merrythought Ltd, Severn Gorge Countryside Trust

Contact : Please call +44 (0)1743 257777 or email invest@shropshire.gov.uk for more details

10.3 Resources

Employment and GVA

Construction Impacts

Direct and indirect construction-related employment:

The Proposed Development could support around 220 roles on-site and in the wider economy over the estimated 15-year build programme.

Contribution of construction phase to economic output:

The Proposed Development could generate an additional £149million of gross value added (GVA) to the regional economy during the 15-year construction period (present value).

Contribution to economic output:

The overall contribution to economic output (gross value added) when the Proposed Development is fully built and operational is estimated to be around £25.9million per annum. Over a ten-year period, the GVA contribution is estimated at £223.3million¹.

As more detailed information is not available at this stage, the calculations are very high level and do not include the retirement village, sports pitches or leisure uses

Operational Impacts

Gross jobs supported on-site:

Overall, the Proposed Development will support an estimated 622 gross full-time equivalent (FTE) jobs on-site once the employment floorspace is built. Accounting for leakage, displacement and economic multipliers, this equates to 546 net additional FTEs for the Shropshire economy.

¹ Where future benefits are calculated over a ten-year period, they have been discounted to produce a present value. This is the discounted value of a stream of either future costs or benefits. A standard discount rate is used to convert all costs and benefits to present values. Using the Treasury's Green Book, the recommended discount rate is 3.5%.



Log In (Update)



PR Stats

PR Stats

- View on Strava(external) (<https://www.strava.com/segments/937170>)

- View on [Scribd \(external\)](http://www.scribd.com/segments/937170) (<http://www.scribd.com/segments/937170>)
- Update segment details
- Request placing **re-check**
- Download start/end waypoints

140 m
120 m
100 m
80 m
60 m



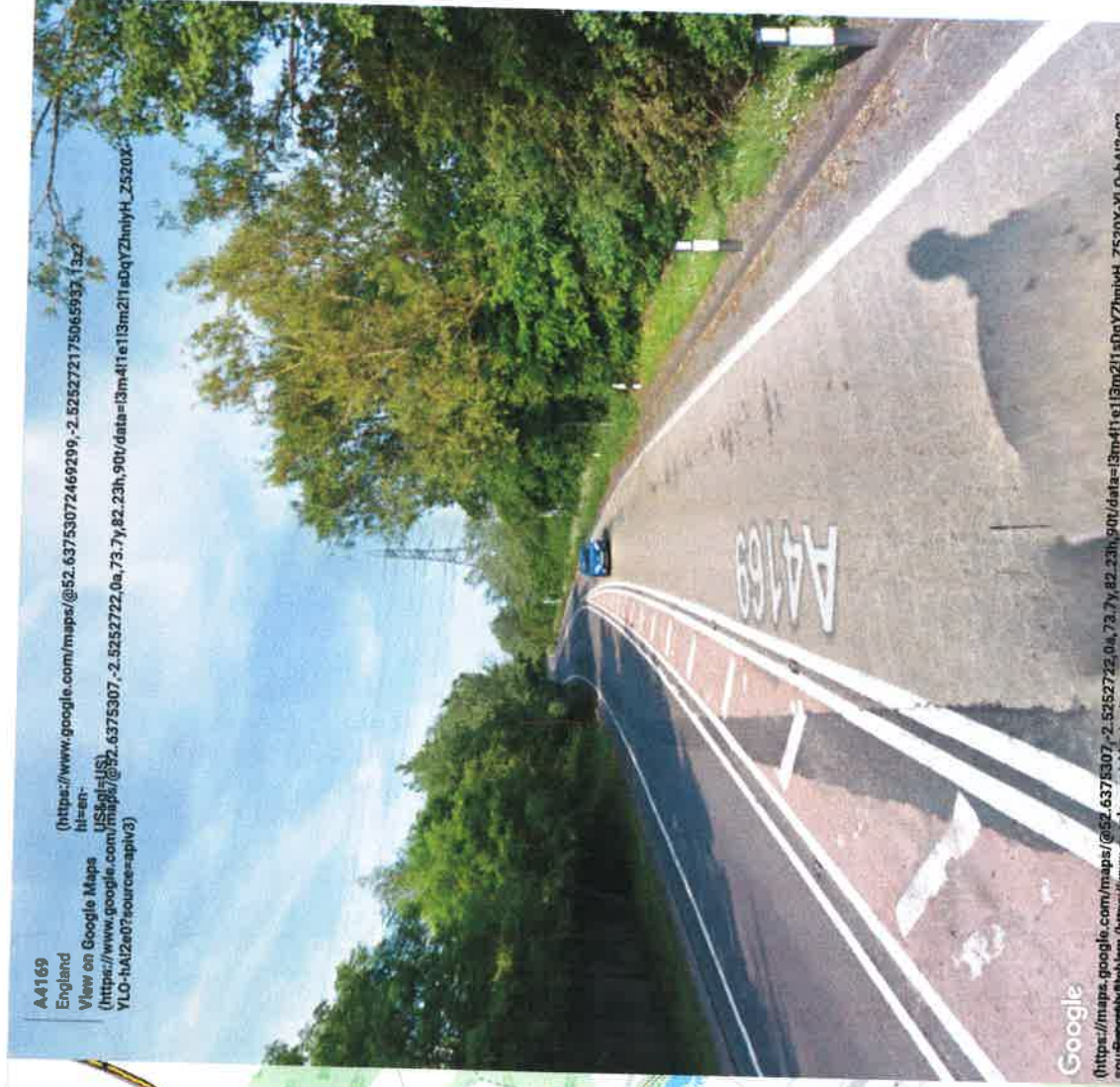
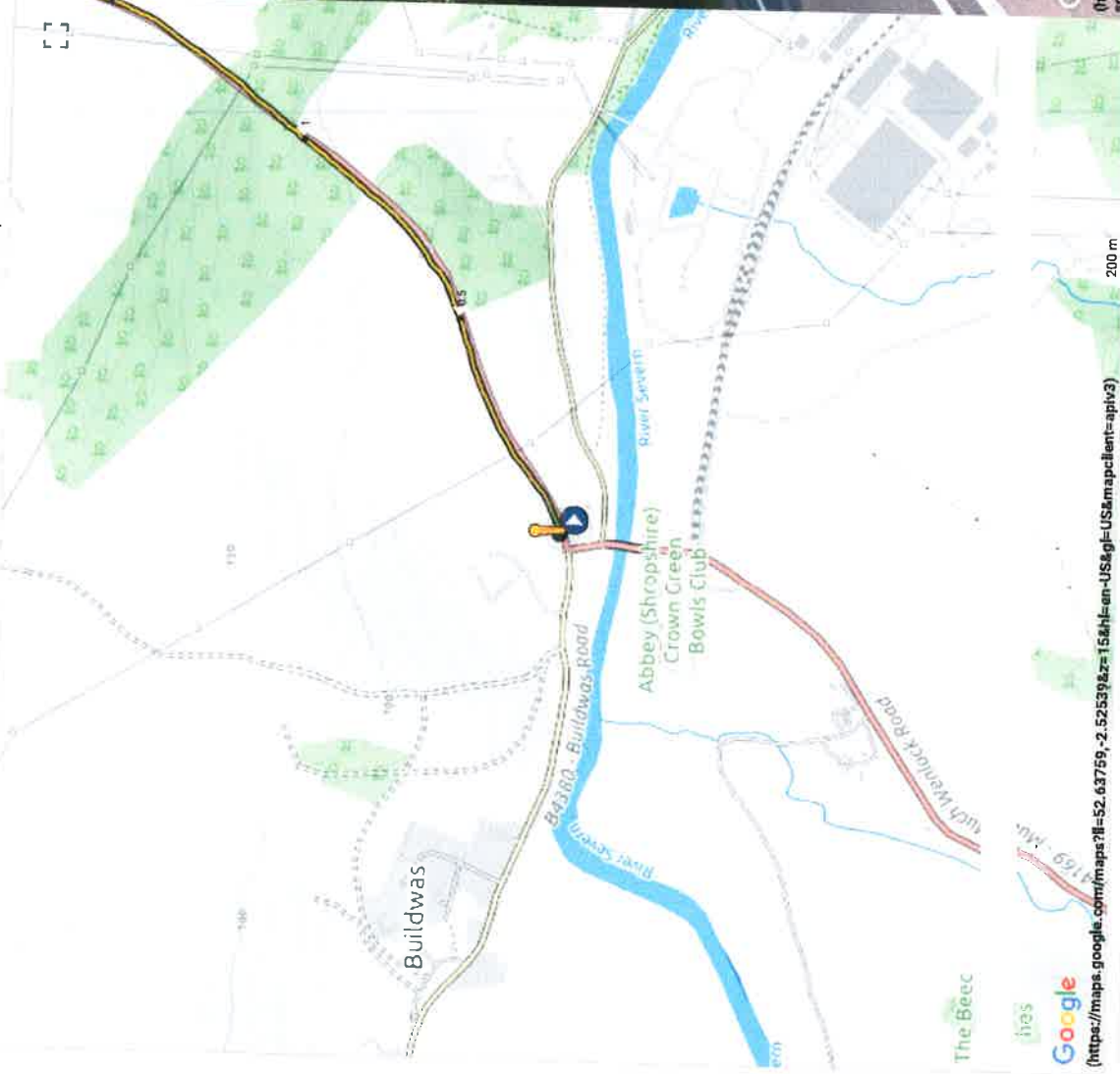
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Buildwas Bank

Log In (update)

Details History Leaderboard Comments Breakdown 3D Map Earth Street View Compare



A4169

England

View on Google Maps

(<https://www.google.com/maps/@52.6375307,-2.5252722,13z>)

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(<https://www.google.com/maps/@52.6375307,469299,-2.525272175065937,13z>)

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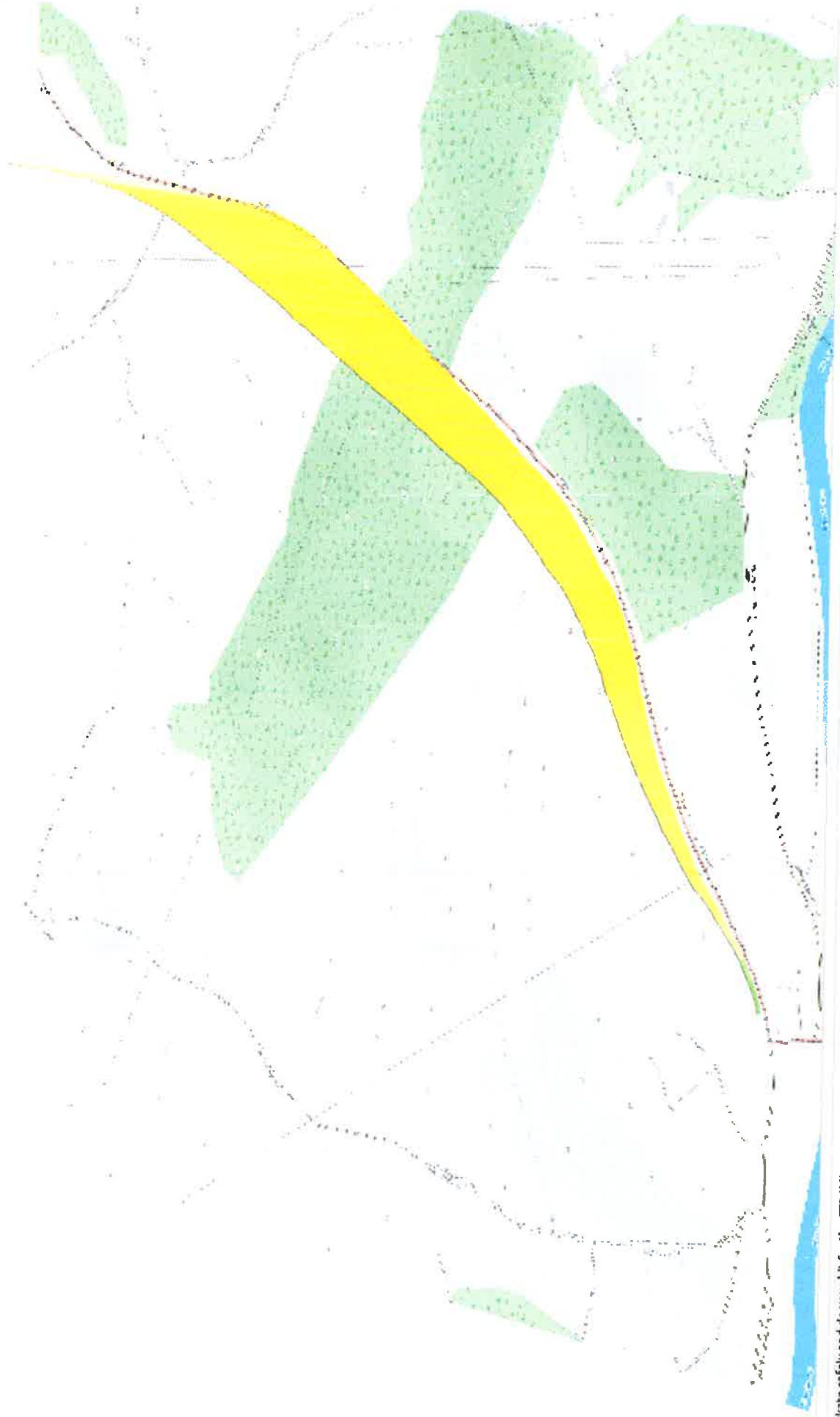
(<https://maps.google.com/maps?ll=52.63759,-2.52539&z=15&hl=en-US&gl=US&mapclient=apiv3>)

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Buildwas Bank

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// Blog Post

~~University of Nottingham > Blogs > Weather Extremes > Archive visits > Getting into the archive – The Buildwas Earthquake of 1773: an earthquake or a landslide?~~
(<http://blogs.nottingham.ac.uk/weatherextremes>)



June 30, 2014, by **James** (<http://blogs.nottingham.ac.uk/author/jpbowen/>)

Getting into the archive – The Buildwas Earthquake of 1773: an earthquake or a landslip?

Cartographic and textual sources

Early in the morning of the 27th May 1773, a remarkable earthquake or rather landslide occurred at a place called 'the Birches' located on the hillside above the River Sever between Buildwas and Coalbrookdale, Shropshire, not far from the site of the present day Ironbridge power station (see featured image above). After days of rain and with the river in heavy flood, the hillside above slipped into the valley below. More than eighteen acres of land were carried forward, blocking the ancient river bed and stopping the current of the River Sever for several days. Great chasms thirty feet deep and between eight and ten yards long appeared in the hillside above, with pillars of earth four feet high left standing within the chasms, the ground below having moved a considerable distance.

When an earthquake occurred in the past it was a newsworthy event, attracting much interest with people recording what they or others claimed to have observed. In the British Isles the development of an educated and intellectually active body of the population who were literate and interested in religion, science and natural history, stimulated by the increasing availability of printed material, encouraged the recording of earthquakes and other natural events in the late eighteenth and nineteenth centuries. Before the development of modern disciplines, such as seismology many natural occurrences including earthquakes were interpreted as meteorological, the subject being essentially concerned with the empirical study of events rather than long-term processes. This tradition was characteristically qualitative and descriptive, and starkly contrasts with the modern practice of meteorology and science as quantitative pursuits.

By far the most important source outlining the scale of the impact of the earthquake is the surviving plan produced by George Young and published according to an act of parliament, copies of which survive at numerous archives and libraries.[1] The plan details the change in the course of the River Sever, showing the alignment of 'The Old Course of The Severn' and 'The Present New Channel.' Marked is the 'Former Situation of the Turnpike Road', a house, garden and hedge which had been moved in the process, the remains of a barn which had been destroyed and ended up in the bottom of one of the chasms, and 'Birches Brook.' Marked on the plan were the many large breaches in the land on the north and east sides of the river, particularly in 'The Birches Concession.'

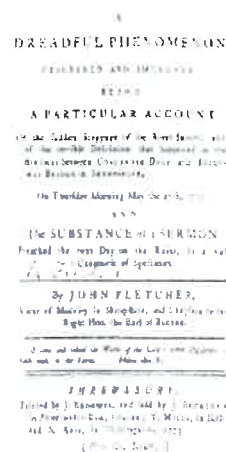


(<http://blogs.nottingham.ac.uk/weatherextremes/files/2014/05/PLAN1.jpg>)

'Plan of the Effects of the Earthquake which happened the 27th May, 1773, at the Birches in the Parish of Buildwas, and near Coalbrook Dale in the County of

A number of written accounts which include several personal experiences survive, detailing the impact of the earthquake. The main descriptive account is that of Reverend John Fletcher (1729-85) the prominent minister of Madeley and contemporary of John and Charles Wesley.[2] Accompanying this account is the substance of a sermon which he preached the following day after the event on the ruins, to more than a thousand gathering spectators. There he made parallels between the phenomenon at Buildwas with Biblical stories (Job 1:13 and Genesis 5:32-10:1) emphasizing the wider religious context. An extract from Fletcher's account describes how the supposed earthquake ensued and similarities with the effects of other extreme weather events:

'the Birches saw a momentary representation of a partial chaos:- Then Nature seemed to have forgotten her laws:- The opening earth swallowed in a gliding barn:- Trees commenced itinerant: those that were at a distance from the river, advanced towards it, while the submerged oak broke out of its watery confinement, and by rising many feet recovered a place on dry land: - The solid road was swept away, as its dust had been in a stormy day: - Then probably the rocky bottom of the Severn emerged, pushing towards heaven astonished shoals of fishes and hogsheads of water innumerable: - The wood like an embattled body of vegetable combatants, stormed the bed of the overflowing river; and triumphantly waved its green colours over the recoiling flood: - Fields became moveable; nay, they fled when none pursued; and as they fled, they rent the green carpets that covered them in a thousand pieces. - In a word, dry land exhibited the dreadful appearance of a sea-storm; Solid earth, as if it had acquired the fluidity of water, tossed herself into massy waves, which rose or sunk at the back of him who raised the tempest. - And, what is most astonishing, the stupendous hollows of one of those waves, ran for near a quarter of a mile thro' rocks and stony soil, with as much ease as if dry earth, stones, and rocks, had been a part of the liquid element.'[3]



(<http://blogs.nottingham.ac.uk/weatherextremes/files/2014/06/front-cover.png>)

Title page of Reverend John Fletcher's Account of the phenomenon at the Birches published in 1773.



(<http://blogs.nottingham.ac.uk/weatherextremes/files/2014/06/john-fletcher-picture.jpg>)

Painting of Reverend John Fletcher from John Wesley's House & The Museum of Methodism.

Fletcher's account includes several personal recollections. Samuel Cookson, a farmer who lived half a mile below the Birches on the side of the river where the landslip occurred, recalled that he had been frightened by 'a sudden gust of wind, as he thought, which beat against the windows as if a great quantity of hail show had been thrown with violence at them.'[4] People living in a house above Buildwas Bridge which was more than a mile away from 'the Birches', but on the same side of the river, recalled that their house shook violently so they left the house taking goods and possessions with them.[5] That night the house and adjoining buildings were shaken again and demolished.

There were numerous other contemporary accounts describing the phenomenon, such as that of T. Addenbrooke's dated 4 June 1773 which appeared in the *Annual Register* for that year and drew upon Fletcher's published account.[6] In addition to newspapers, the event was remarked on in personal diaries and letters. Descriptions were written by Mark Gilpin, a Quaker and clerk to the Coalbrookdale Company and Abiah Darby (1716-1794), wife of the second Abraham Darby (1711-1763) who described the scene in a letter to her children.[7]

An earthquake or a landslip?

Whilst the surviving plan gives the cause to be an earthquake, there was much debate at the time as to the precise cause of the event. The late eighteenth century marked a point of transition in the way that natural events were reported. Evident in the reporting of the Buildwas earthquake is the shifting emphasis placed on the physical causes, rather than theological or social explanations for the event. Those who argued it was a landslip cited the recent heavy rainfall and the closeness of the River Severn which at the time was in flood and could have eroded and undermined the bank, undercutting the hillside. One of the main causes of the earthquake or landslip appears to have been heavy rainfall which meant that the river was in flood and, in this respect it is possible to supplement qualitative evidence with quantitative data. Indeed monthly precipitation figures for England and Wales supports this view, showing that the month of May 1773 had exceptionally high levels of precipitation with 151.8 millimetres being recorded.[8] It is also possible that changes in land management, such as, the removal of trees may have increased the areas vulnerability to a potential landslip.

In contrast those who interpreted the phenomenon as an earthquake suggested that the same rock composed the river bed and the higher ground, and that the area had always been free of landslips.[9] It was also claimed that an earthquake had been felt nine miles away to the north-east at Hennington in Shifnal Parish on the 22nd June 1773 'tho' the earth did not open there, as it did at the Birches.'[10] There are, however, no records corroborating that an earthquake occurred in England and Wales on that day which could substantiate the claim that it an earthquake. It is significant that rather than putting the event down to an act of God, there was a clear recognition of the physical processes of nature which acted independently, an explanation being sought through comparison with previous examples from England and Wales, and Europe more widely. The occurrence of an earthquake as a physical cause that triggered the landslide cannot be ruled out. However, it seems probable that the so-called Buildwas earthquake was not an earthquake at all, but rather a landslide caused by a series of factors that made the slope vulnerable to failure.



(<http://blogs.nottingham.ac.uk/weatherextremes/files/2014/06/Buildwas-Bridge-Shropshire-Thomas-Harral-Picturesque-Views-of-the-Severn-1824-.jpg>)

Painting of Buildwas Bridge before the earthquake in 1773 from Thomas Harral, Picturesque Views of the Severn (London, 1824).

News of the Buildwas earthquake

News of the earthquake was circulated widely, it being reported in national newspapers including the *London Evening Post*, the *Morning Chronicle* and *London Advertiser*, the *London Chronicle* or *Universal Evening Post*, the *General Evening Post* and the *General Advertiser* and *Morning Intelligencer*, as well as local and regional newspapers. The earthquake disrupted the navigation of the river which at that time was an important inland transport route, traffic on the river peaking in the mid-eighteenth century with boats called Severn 'trows' carrying coal, timber, pig iron, malt, building stone and lime, raw cotton, salt, manufactured iron goods, paper, earthenware and cheese. [11] An extract of a letter sent from Gloucester published in the *London Evening News* on the 8th June 1773, records the disruption to navigation which the earthquake or landslide caused, although this was resolved as the river formed a new channel ('new cut') with sufficient depth for a vessel laden with 30 tonnes of cargo to navigate. It also gave the cause of the earthquake or landslide as being the result of the 'late rains' which, 'getting down to the rock on which this bank stood, loosened the foundation, and its weight carried it into the river.'[12] There are also reports of many vessels having fallen on their sides in the drained river bed downstream, being lost when the river finally found a new course past the blockage.

The considerable impact of the earthquake meant that it was remembered by local people, becoming an important event in the history of the locality. Hence, Captain H.R. Moseley of Buildwas Park wrote in his notes on the parish history of Buildwas:

'Landslip on 27th May 1773 some 23 acres of land (including parts of the Birches Coppice & a cottage on the steep northern bank of the river, close to the boundary between the parishes of Buildwas & Madeley, slipped badly down the hill side, destroying the main road & altering the course of the Severn. This place is still known as "The Slip."'[13]

'Birches Coppice' and the site of 'The Slip' is still marked on the modern Ordnance Survey map (655,047) and today, the Ironbridge Gorge continues to experience landslips requiring remedial work to maintain the stability of the roads and buildings in the area.[14]

Extract of a letter from Gloucester, June 7.
 "On Thursday arrived here a barge from Shrewsbury which brings an account that the Severn has already formed a channel for itself through the meadow into which it was turned by the slip of the bank mentioned lately. The people on board this barge say they were the first that ventured through the new cut, and that they had sufficient depth of water, though they were loaded with 30 tons of goods. The spot where this remarkable event happened is thus described:—"The Birches was a considerable eminence that overlooked the Severn and the meadows on the opposite side: It lay 400 yards below Builders or Buildwas Bridge, which is about ten miles from Shrewsbury. The slip is supposed to have been caused by the late rains, which, getting down to the rock on which this bank stood, loosened the foundation, and its weight carried it into the river. The depth of the earth that moved appears to be 20 yards, and the quantity of land 20 acres, or rather more. The turnpike-road is removed several yards, and turned up edge ways."

(<http://blogs.nottingham.ac.uk/weatherextremes/files/2014/06/London-Evening-News.png>)

Extract of a letter published in the *London Evening News*, 8 June 1773.

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- [2] J. Fletcher, *Account of the phenomenon at the Birches: A dreadful phenomenon described and improved being a particular account of the sudden stoppage of the River Severn, and of the terrible desolation that happened at the Birches between Coalbrookdale and Buildwas Bridge in Shropshire, on Thursday morning May the 27th 1773, and the substance of a sermon preached the next day on the ruins, to a vast concourse of spectators* (London, 1773) BL 4474.c.81. and 291.b.30, SA M 15. For biographical information: John Fletcher;

Unter freiem Himmel.

Emscher Landschaftspark

Under the Open Sky.

Emscher Landscape Park



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Emscher Landscape Park



The central park of the Ruhr Metropolitan Area

Have you ever been scuba diving in a gasometer, climbed up a steep wall in an ore bunker or enjoyed a picnic with your family on the lawn of a disused steelworks? Years ago this would have seemed impossible but today it is a reality. In the space of just under two decades the heavily populated, dissected and polluted landscape of the Emscher zone dominated by coal mining and industry has been transformed into the Emscher Landscape Park. The regional park covers an area of 450 square kilometres stretching from the Rhine near Duisburg for a length of more than 85 kilometres and ending in Bönen. After the end of coal and steel uncongenial areas of industrial wasteland, spoil tips and waste tips, often situated directly next to residential areas, have developed into a unique area of industrial heritage: an area which more and more people are rediscovering every day and using in a variety of ways.

Today former industrial buildings are an attractive address for living, working, leisure and cultural activities. New gardens and parks have grown up on old factory sites which were once no-go areas for the general public. The fascinating link with industrial relics, untamed industrial nature and garden art make them attractive venues for open-air recreation and leisure. Nonetheless the region is still proud of its past as the former

Bluestone, Pembrokeshire

Bluestone National Park Resort is a holiday park in Pembrokeshire, southwest Wales. The resort falls partly within the boundaries of the Pembrokeshire Coast National Park. The park is owned by several private backers and Pembrokeshire County Council and employs over 700 people.

The resort's accommodation consists of 344 timber lodges, as well as cottages and studio apartments set in 500 acres (2.0 km²). This area includes the Blue Lagoon (an indoor water park), Steep Ravine (an outdoor activity area), an indoor playground and a medieval themed activity area. The resort itself is centred on the "village" which has shops, restaurants, a pub, wine store and a spa.

Within the boundaries of the resort are a ruined manor house (known locally as Castell Coch) and the external structure of Newton North parish church.

The park is car-free (except on check-in and check-out days), but walking and cycling is encouraged. Electric golf buggies can be rented by day or for a full stay and are commonly seen around the park. A Dome is expected to open at Bluestone in 2018.^[1]

The park is close to Oakwood Theme Park.

In 2016 Bluestone announced plans to spend £2.5 million restoring Blackpool Mill site with the addition of a miniature railway as a tourist attraction,^[2] but following objections from the National Park, the plans were deferred by Bluestone,^[3] and subsequently rejected, with Bluestone invited to re-apply.^[4]

Bluestone

Industry	Leisure
Founded	July 2008
Headquarters	Pembrokeshire, Wales
Products	Short breaks, family holidays, leisure activities
Owner	Bluestone Resorts Ltd



Website [1] (<https://www.bluestonewales.com>)

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- "£2.5m plan to restore 19th Century Blackpool Mill" (<https://www.bbc.co.uk/news/uk-wales-south-west-wales-37453620>). *BBC News*. 26 September 2016. Retrieved 15 November 2018.



Bluestone National Park Resort