



1/2/2018

Large Local Major Fund Team  
Dept for Transport

### **Re Shrewsbury's proposed North West 'Relief' Road**

Dear Large Local Major Fund team,

We are writing to offer our comments on, and objections to, the proposed Shrewsbury North West 'Relief' Road (NWRR) Outline Business case which was submitted to you late last year by Shropshire Council.

#### **Summary of Our Case Against the OBC for the proposed Shrewsbury NWRR.**

We have studied the OBC document carefully and consider that it;

A, Does not satisfy the criteria of the Large Local Majors Fund as it can not be described as transformational,

B, Does not adequately justify the planned expenditure as much data is either missing, statistically irrelevant or used in a misleading way.

C, Overstates the advantages that the road might bring and does not deal adequately with the issues of suppressed demand or induced traffic, or detail any actions to be taken to ensure the stated objectives are achieved. It is claimed that traffic levels are rising significantly with no evidence provided, we dispute this. Some of the traffic data used is also questionable.

D, Underplays the importance of the landscape and setting that the road would cut through, overstates the ability to mitigate against the environmental damage caused and does not take into account the existing tranquillity of the area..

E, Understates the risks that the project might not be delivered in time and on budget. There has been considerable active opposition to the scheme from a number of groups, including ourselves, CPRE and the Shropshire Wildlife Trust. If the scheme gets as far as a planning application it would meet with determined and well organised opposition. If the road ever gets to construction there will be severe engineering challenges to be overcome.

F, would be a very expensive scheme, at least £15m/km with a high chance of costs overruns.

We also consider that Shrewsbury has already had considerable funding for highway improvements over the last ten years, including the Shrewsbury Integrated Transport package and improvements to the A5 junctions around the town. The Oxon Link Road will also be built shortly. These investments we believe total £35m. Previously we also had considerable funding for the A5/A49 by-passes and the Battlefield link Road.

We did not object to the Oxon and Battlefield Link Roads as they are integral parts of development in their area of town. We did not object to the A5 and A49 by-passes or the Nesscliff by-pass as these were offering real relief to residential areas with very heavy through traffic on major routes. The NWRR does neither of these, it is expensive and it would be highly damaging to a highly valued undeveloped area.

We therefore urge you most strongly to reject Shropshire Council's bid.

## Our arguments in detail.

### A, Re Not Fulfilling the Criteria for the Large Local Majors Fund.

The Large Local Majors Fund guidance notes refer to 'potentially transformative schemes'. The NWRR OBC does not provide any evidence for this being the case for this scheme.

1. There is no development land that will be opened up if the scheme was built. The Marches LEP Strategic Economic Plan (SEP) of March 2014 states that "the NWRR would help to deliver 2,645 jobs and 2,900 homes" (sect2.4.18 of the OBC) but no evidence is provided of where these jobs or homes would be or how much help the NWRR would provide. As pointed out in the OBC Shrewsbury already enjoys higher employment rates than the region or the whole of the UK at 81.4% (sect2.3.13). The scheme would therefore not offer significant support for the SEP or the wider LEP strategy.
2. The scheme does not tend to feature highly in regional planning documents, indeed it is not even mentioned in the Midlands Connect Strategy so it cannot be said to contribute to cross LEP strategic considerations.
3. Most of the effects outlined in the OBC are indirect, eg "without the NWRR the Oxon Link Road will not achieve its full potential" (sect1.4.9). The Oxon Link Road is designed to enable the Western Sustainable Urban Extension (SUE) without burdening Welshpool Road. This SUE and the Oxon link road already have very good road links as they sit right by the A5. The Battlefield Enterprise Park at the Northern end of the proposed route is similarly already well connected as it is attached to the A49 and it has filled up very successfully with no promise of the NWRR being built.
4. It has not been demonstrated that congestion is a major problem in Shrewsbury. There is some congestion at peak times but the figures given for delays are not high. Journey speeds at peak times on the western approach fall from 15-20mph down to 9-13mph at the busiest periods but this is only for a very short distance so the actual delay is only 2 to 3 minutes (sect2.5.30).
5. The figures given for improvement in journey times across the town if the NWRR was built range from 0.2 to 3.8 minutes (table63). Those going from Churncote to Battlefield might save 10 minutes but if they have to go out of their way to access the road at either or both ends then some or indeed most of this gain will be lost.
6. The traffic savings indicated are mostly not high enough, for the scheme to be considered transformative, eg 14% at Mardol Quay (part of Smithfield Road), and this is actually 14% less than the 2037 'do minimum' figure, it's only 11% less than current figures. Indeed some roads will see increased traffic, including sections of the A5 (table57), Churncote to the B3486 will see a 17% rise on the 2037 'do minimum' figure or 41% on the current figures. Also New St, a very narrow street is predicted a 13% rise on the 2037 'do minimum' or 15% on current levels (table55). We also have doubts about many of the figures presented but we will cover that in more detail in section C.
7. No evidence is provided for significant benefits for the rural roads to the NW of Shrewsbury, indeed it is stated that only 10% of goods vehicles going from the A5 towards Ruyton X1 towns were through traffic (sect2.5.38), so there is no possibility of a significant reduction despite the figures shown in table 61. (see Section C for detail).
8. Serious and fatal casualties are predicted to fall by 94.2 over 60 years (table65). Whilst reducing accidents is a laudable aim this is only 1.6% of the total and is therefore not statistically significant, never mind transformative. We contend that more 20mph zones would have more impact on casualty figures than building the NWRR.
9. We are also not convinced that the effect of induced traffic has been sufficiently allowed for. In the traffic models (see also sect C4)
10. CO2 emissions are predicted to fall by 74.5kt of CO2e (table80) but again whilst this is a laudable aim this is only 0.2% of the total and therefore not statistically significant never

mind transformative and we are again not convinced that induced traffic has been adequately addressed.

11. No figures are provided for potential NO<sub>2</sub> reductions but again whilst reducing NO<sub>2</sub> is an aim we fully support we doubt that the NWRR would give significant benefit to Smithfield Road and Frankwell due to the high likelihood of induced traffic replacing any reductions achieved. There are also large areas of the Air Quality Management area that would be unaffected by the NWRR, therefore if built the NWRR would not transform the air quality of Shrewsbury.
12. We consider that other measures that would help the whole of the Air Quality Management Area should be fully investigated, this could include for instance;
  - reinstating the lost Park and Ride buses from the 3 current routes,
  - introducing electric buses for the Park and Ride fleet,
  - opening a 4<sup>th</sup> Park and Ride site,
  - restricting parking in town,
  - opening up a pedestrian access to the railway station from Abbey Foregate,
  - further efforts to encourage vehicles not to enter the town centre (as being pursued by the Shrewsbury BID partnership),
  - further improvements to cycling and pedestrian facilities.
13. Although the recent consultation showed support for the NWRR no other options were offered. When this was done in 2005 82% of respondents supported better public transport, 77% wanted improved pedestrian facilities, 64% wanted more cycle paths and 59% thought people should use their cars less (table27).
14. We note that Shropshire Council's own Transport plan for 2011-26 puts building new roads at the bottom of their hierarchy for dealing with congestion and delays,

*“Policy E4: Network capacity management hierarchy We will aim to tackle and prevent congestion and delays through the application of a hierarchy of measures*

*1st.- Reducing demand through encouraging non-travel alternatives, car sharing and use of sustainable modes*

*2nd.- Network Management to managing the network more effectively*

*3rd.-Targeted capacity improvements at junctions*

*4th.- Road widening*

*5th.- New road links or bypasses”*

## **B, Re The Shortcomings of the Planned Expenditure Justifications.**

1. Of the predicted £327m benefit if the NWRR is ever built an astonishing 82% (£267m) is in time savings. When the maximum time saving predicted is 10 minutes and that would be reduced by any detour required to access either or both ends of the NWRR this appears unbelievable. We are also again not convinced that induced traffic has been adequately considered so that much of the predicted time savings are likely not to occur. It is also well known that if you do actually make journey times shorter people tend to travel further, further reducing any time benefit.
2. Another £30.5m of the benefit is in predicted accident savings and £3.5m of it is in reduced CO<sub>2</sub> emissions both of which we have already highlighted as being not statistically significant. We also consider that induced traffic has not been adequately addressed and if not dealt with this would reduce significantly the impact of the scheme on accidents and CO<sub>2</sub> levels.
3. No economic benefit from jobs created or development land unlocked has been offered.
4. We therefore consider that the economic justification for the NWRR is at best shaky.

## C, Re Overstated Benefits of the NWRR.

1. The OBC implies that traffic problems are significantly increasing in Shrewsbury. However the DfT's own data for traffic count point 18556 on Smithfield Road show a decline between counts in 2002 and 2013 for all motor vehicles of 11%, from an AADT of 26,696 to 23,614. The estimate given for 2016 is lower still at 23,352. The figure for cars over the same period shows a drop of 12% from 22,796 to 19,996. We accept that these are significant traffic flows but contend that existing measures are already having an effect, that increased housebuilding in the town does not necessarily lead to higher traffic levels and that further action can be taken to reduce these levels without building the NWRR (see sect A12).
2. The DfT figures for road traffic estimates for 2016 (dated 27.4.17) states that urban traffic peaked in 2007. Whilst there appears to be a rise from 2015 to 2016 we are still below the 2006 levels. In Shrewsbury much effort has gone into keeping traffic levels down, including 3 Park and Ride sites, considerable investment in cycling and pedestrian facilities and the Integrated Transport Plan works which are still ongoing.
3. Even the existing bypass for Shrewsbury, the A5 and A49 to the south and east have only shown slight increases in traffic over recent years. Count point 8732 on the A5 between Churncote and the B4386 rose from 25,701 in 2009 to 25,917 in 2013 around 1% in 4 years, with an estimate for 2016 of 26,597, still a rise of less than 0.5%/annum. Recent works to the roundabouts at Emstrey, Preston Boats and Dobbie's have significantly increased the capacity of the A5 and A49 at busy periods.
4. As previously stated we do not consider that the issue of induced traffic has been adequately addressed in the OBC. Most of the roads that might see traffic reductions if the NWRR is built are only two lanes wide so there is no easy mechanism to reduce road capacity or introduce bus and/or cycle lanes to lock in any benefits arising. Smithfield Road has a third lane in part but this is used for turning off into Roushill to access the multi storey car park or for splitting the traffic at each end depending on direction of onward travel. There are significant populations living in Frankwell and Copthorne to the South and Castlefields and Cotton Hill in the North who would have to travel out of their way significantly to access the NWRR. Many of these will be tempted to use Smithfield Road if it gets quieter, to access shops and other facilities on the other side of town when they either use local facilities at present or travel round by the distributor road (Bage Way etc). This effect is well documented from other road schemes particularly in the SACRA report, which was commissioned and accepted by the DfT, and in the recent CPRE report "The End of the Road".
5. Some of the traffic figures used in the OBC are highly questionable. Table 61 for instance makes no sense at all. The road east of Leaton would see reductions of 63% whereas to the west the figure would be 99%! However previously the OBC had stated that of the goods vehicles going from the A5 to Ruyton XI towns only 10% was through traffic. The same table quotes reductions on Huffle Lane (which runs west from Ellesmere Rd at the junction with what would be the top end of the NWRR) of 64% when the figures used in the NWRR consultation of October 2017 showed a 30%+ increase for the same road. (see appendix A) Tables 48/49 show a 14% to 19% reduction in the am peak for the western end of Smithfield Rd but 25% to 30% reduction in the pm peak whilst the eastern end of the same road shows consistent figures for the two peaks with no rationale provided. The consultation document also predicted traffic reductions of 6-10% on the High Street when the OBC quotes the 2005 figure of less than 5%.
6. The statement in sect 2.5.16 that "most of the traffic using Smithfield Rd was through traffic" is unsupported. The figure of 98% of eastbound trips being through trips is simply not credible and indeed WSP accept that they have no idea of whether the traffic that does not stop in the town centre itself has other local destinations or not. Anyone driving west on Smithfield Road to access the Frankwell car park (which has a footbridge over the river into the Riverside shopping centre) would be counted as through traffic.

## **D Re the Quality of the Landscape.**

1. The OBC statement that the “landscape is typical of the wider area, with features that are common throughout Shropshire and which .. are easily replaced” is simply not true. The area of the Old River Bed is an SSSI containing not only the Old River but several kettle holes. The road would cut through an ancient woodland and very close to a Ramsar site. The area is also of high recreational value as it can easily be accessed by foot from the town centre. In Table 4 the landscape assessment is labelled as ‘moderate adverse’. However in table 39 the landscape assessment for the section from Berwick Road to Battlefield was accepted in 2007 as ‘large adverse’. At the moment this area is unspoilt apart from the railway line which as trains are infrequent and relatively quiet has only a minor impact.
2. In 2002/3 the local CPRE group undertook a thorough and objective landscape character assessment of the rural ring around Shrewsbury and gave this area Category 1 which is “Landscape which is outstandingly rich in character” and they added that “Development within or adjacent to these areas would be extremely detrimental to the Shropshire landscape as a whole and to the setting and character of Shrewsbury.”.(see appendix B). The assessment highlights 13 Category 1 areas around Shrewsbury, if built the NWRR would cut through 4 of these and adversely affect another 2. The assessment for area 024 (through which the NWRR would run) states “this is not just a rare landscape – it is unique, of immense geological, ecological, wildlife and landscape value”.
3. Whilst mitigation measures have been offered for the Ramsar site at Hencott Pool we consider that building the NWRR would still pose an unacceptable risk to this site.
4. Whilst screening might help mitigate against the effects of the road through some of it’s length the scheme also includes a very large (27m) sloping high bridge over the River Severn at Shelton Rough, a local wildlife site. This area is also Category 1 in the CPRE assessment and is described as “arguably the most important example near Shrewsbury of a steep river bluff overlooking the Severn, with ancient trees throughout its length. Its commanding position and fine views make this an important site for recreation – footpaths along it are much used by the public.” (see appendix B) This bridge would also adversely impact on the Grade 2 listed Berwick house and parkland through which the road cuts and on the houses along the southern edge of the river.
5. The OBC also does not place sufficient weight on the tranquillity of the areas that would be affected by the scheme. The TAG Guidance, ‘Unit 3a, Environmental Impact assessment’ in sections 2.5.1 and 2.5.2 specifically states that “there is a perceived need to protect these quiet or tranquil areas” and “tranquillity is one of the features defining landscape, and changes in tranquillity will be taken into account in the assessment of landscape impacts”. The NWRR OBC has not done this.
6. Mouchel’s Environment Scoping report of 2005 also shows a ‘moderate adverse’ effect on biodiversity (see appendix C) and a ‘moderate adverse’ effect on accessibility and physical fitness, neither of these have made their way into the OBC.
7. We also note that the OBC contains an Environmental Sensitivities plan (Fig57) for much of the area that would be affected but that the north east section, which includes the Ramsar site, is missing.

## **E, Re The Risks of the Scheme Being Delivered.**

1. The OBC for the NWRR understates the risks that the project might not be delivered in time. There has been considerable active opposition to the scheme from a number of groups, including ourselves, CPRE and the Shropshire Wildlife Trust. If the scheme gets as far as a planning application it would meet with determined and well organised opposition. If the road ever gets to construction there will be severe engineering challenges to be overcome as most of the route has challenging topography that has never been built on.

2. The OBC itself has not been presented even to Shropshire Council's Cabinet, at their meeting of Dec 14<sup>th</sup> 2017 only a 14 page report was available, even this report was not put before the whole Council at it's meeting of Dec 16<sup>th</sup>.

## F, Re The Expense of the Scheme.

1. The OBC fails to mention the length of the proposed NWRR, we believe it to be between 4.5 and 4.8km. At a cost of £72m that makes the cost/km at least £15m, this compares unfavourably to the cost of similar schemes eg, the nearby Newtown by-pass of approximately £9/km (£60m for 6.53km), we also doubt that the road can actually be completed at this price.
2. The OBC does not give any justification why the £72m quoted figure is so much lower than the £104m quoted at the public consultation only 3 months earlier.
3. The OBC accepts that Shropshire Council will pay for any overspend but the Section 151 letter mentions a commitment by SC to a maximum of £25m. The report that went to Cabinet on Dec 14<sup>th</sup> 2017 made no mention of Shropshire Council's responsibility for any cost overruns if the scheme is ever constructed, indeed it states that "the Council offers a maximum local contribution of £25m".
4. Shropshire Council have not discussed how they will raise the £25m, never mind the effect of taking on the responsibility for any overspend, the Council Leader Cllr Nutting stated at the Cabinet meeting of Dec 14<sup>th</sup> 2017 that such discussions would take place once the DfT has approved their funding. We consider this to be bad business practice and to place a risk on the scheme that SC may indeed decide that it cannot afford their contribution, especially given their exposure to the risk of overspend.
5. We also have a question re the standard for the proposed NWRR. If SC's forecast figures are correct the NWRR would have an opening AADT of around 20,000 for the busiest section. We understand that the relevant guidance for such roads is TA46/97 which specifies that over an opening AADT of 13,000+ for new rural roads should be at least WS2, (table 2.1) but SC are only proposing an S2. Presumably if the scheme was upgraded to a WS2 it would be much more expensive and show a lower return on investment.

We trust that you will give our response due consideration.

If you have any questions about our evidence you can contact me using the details below.



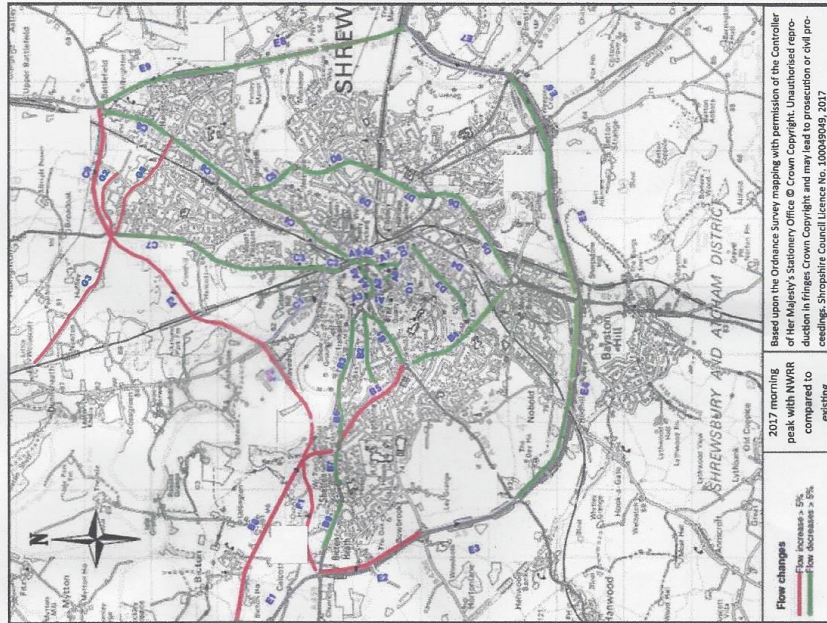
Yours sincerely,

Dave Green

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## Traffic Figures with a relief road



Based on surveys taken in 2009, a forecast was made of the changes in traffic on local roads that might occur if a NWRR was opened in 2017. These are shown on the plan and summarised below.

New surveys have since been undertaken, and the traffic model used to predict future traffic flow is being updated, so the forecasts could change. Any decision to progress the scheme will be based on the most up to date information.

Journey times: if the relief road were built, travelling from the A5/A458 Churchoote roundabout to Battlefield would take 6 to 7 minutes.

Traffic flow increase in 2017 with a relief road

- 6% to 10% increase
- E2 A5 (B4386 to Welshpool Road)
- 11% to 15% increase
- B5 Shelton Road B4380
- Greater than 30% increase
- B8 Holyhead Road
- C9 Battlefield Link Road (west)
- F1 Churchoote to Holyhead Road
- F2 Holyhead Road to Benwick Road
- F3 Benwick Road to Ellesmere Road
- G2 Knights Way/G3 Huffley Lane
- G5 Harlescote Lane

Traffic flow decrease in 2017 with a relief road

- ID Location
- 6% to -10% reduction
- A8 High Street
- B1 Porthill Road A488
- B4 Roman Road B4380
- B7 Welshpool Road (Shelton end)
- C5 Telford Way (west)
- D5 Hazledine Way A5112
- D8 Robertson Way
- E5 A5 (Wenlock Road to Bayleys)
- E6 A5 (Emstrey to Wenlock Road)
- 11% to -15% reduction
- D3 Longden Road / Coleham
- D6 Pritchard Way A5112
- D7 Bage Way
- E9 A49 (north of Sundome Road)
- 16% to -20% reduction
- C6 Whitchurch Road (north of Heathgates)
- E8 A49 (south of Sundome Road)
- 25% to -30% reduction
- B2 Copthorne Road B4386
- B6 The Mount (Shelton end)
- B9 Welshpool Road (Bicton end)
- C4 St Michael's Street
- C8 Battlefield Road
- Greater than -30% reduction
- A2 Smithfield Road (Welsh Bridge end)
- A3 Welsh Bridge
- A4 Smithfield Road (middle section)
- A5 Smithfield Road (north section)
- A9 Chester Street (one way)
- B3 The Mount (Frankwell end)
- C2 Coton Hill
- C3 Ellesmere Road (north of Benwick Road)
- C7 Ellesmere Road (south of Harlescote Lane)

*part of the Oct 17 consultation*

## Appendix B1, CPRE Lanscape categories.

### Category 1

Landscape which is outstandingly rich in character. It is generally undeveloped and unaffected by any surrounding development, which, if present, is well screened. In many cases (but not all) these areas are associated with the Severn Valley. Most of these areas include rights of way which are widely used for leisure activities. Development within or adjacent to these areas would be extremely detrimental to the Shropshire landscape as a whole, and to the setting and character of Shrewsbury in particular.

### Category 2

Landscape which is less rich in features, but nevertheless has a distinctive character and those qualities which lead to a high valuation. As with the Category 1 areas the Severn Valley is often a predominant feature and in many cases Categories 1 and 2 areas are contiguous. Development within or adjacent to these areas would be detrimental to the Shropshire landscape and to the setting of the town.

### Category 3

Landscape where the natural features are fewer or less significant. It may also experience the effect of detractors. These areas are predominantly those where the character of the Shropshire countryside is still clearly evident and where development is minimal. In some cases they are adjacent to urban development and are in effect a frontier between town and country. Development within or adjacent to these areas should be avoided because of the adverse consequences.

### Category 4

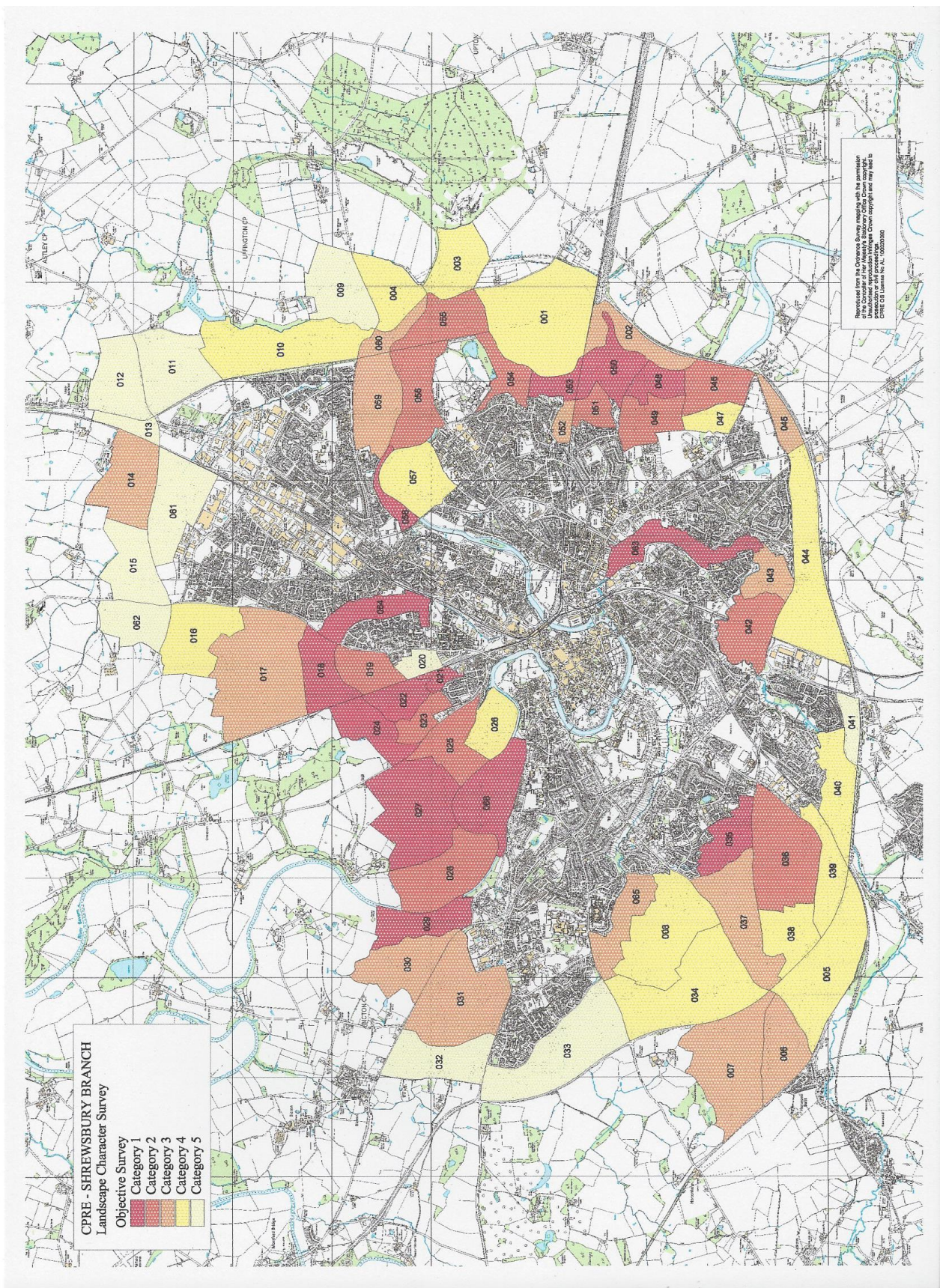
Landscape which in most cases exhibits fewer outstanding characteristics or has been compromised by existing development. There may also be significant detractors such as noisy roads or visually intrusive overhead power lines. As with Category 3 several of these areas are adjacent to urban development and are in effect a frontier between town and country. However, all areas within this classification clearly exhibit the character of the Shropshire countryside and development within them would erode the unspoilt quality of the town's setting.

### Category 5

Landscape within Category 5 tends to fall into two types. In some cases these areas border on the commercial and industrial development to the north of the town; in others, the lower classification may have resulted from a landscape which has fewer significant features or whose character has been impaired by, for example, the presence of overhead power lines, street lighting standards, or other forms of development. Opportunities for enhancement may exist and should be actively pursued. If development takes place, it should be minimised and accompanied by carefully designed mitigation measures in order to protect the town's setting and the amenity of any nearby residents.



Appendix B2, CPRE landscape map



LANDSCAPE QUALITY ASSESSMENT		Survey number:	024
Survey Area - Name: <input style="width: 250px;" type="text" value="Old River Bed to NE of Berwick Road"/>			
Topography: <input style="width: 100px;" type="text" value="Broad valley"/>			
<b>Dominant Landcover - Landscape Elements :</b>			
First box indicates features within survey area. Second box indicates features visible outside survey area			
<b>Woodland</b>	<b>Water</b>	<b>Settlement/Buildings</b>	<b>Farming</b>
Deciduous woodland <input checked="" type="checkbox"/> <input type="checkbox"/>	River <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Urban development <input type="checkbox"/> <input checked="" type="checkbox"/>	Rough grazing <input type="checkbox"/> <input type="checkbox"/>
Coniferous woodland <input type="checkbox"/> <input type="checkbox"/>	Stream <input type="checkbox"/> <input type="checkbox"/>	Large village <input type="checkbox"/> <input type="checkbox"/>	Improved pasture <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Mixed woodland <input type="checkbox"/> <input checked="" type="checkbox"/>	Lake <input type="checkbox"/> <input type="checkbox"/>	Small village <input type="checkbox"/> <input type="checkbox"/>	Arable <input checked="" type="checkbox"/> <input type="checkbox"/>
Shelter belt <input type="checkbox"/> <input type="checkbox"/>	Pond <input checked="" type="checkbox"/> <input type="checkbox"/>	Group of houses <input type="checkbox"/> <input type="checkbox"/>	Parkland <input type="checkbox"/> <input type="checkbox"/>
Orchard <input type="checkbox"/> <input type="checkbox"/>	Canal <input type="checkbox"/> <input type="checkbox"/>	Farms with outbuildings <input type="checkbox"/> <input type="checkbox"/>	Mixed <input type="checkbox"/> <input type="checkbox"/>
Isolated trees <input checked="" type="checkbox"/> <input type="checkbox"/>	Drainage ditch <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Isolated houses <input type="checkbox"/> <input checked="" type="checkbox"/>	
Hedgerow trees <input type="checkbox"/> <input type="checkbox"/>		Industrial/Commercial Dev <input type="checkbox"/> <input type="checkbox"/>	
<b>Means of Communication :</b>		<b>Enclosures</b>	<b>Boundaries</b>
<b>Transport</b>	<b>Electricity/Radio Structures</b>	Large fields <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Hedgerows <input checked="" type="checkbox"/> <input type="checkbox"/>
Major road <input type="checkbox"/> <input type="checkbox"/>	High voltage powerline <input type="checkbox"/> <input type="checkbox"/>	Small fields <input type="checkbox"/> <input type="checkbox"/>	Fences <input checked="" type="checkbox"/> <input type="checkbox"/>
Minor road <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Medium voltage line <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Regular <input type="checkbox"/> <input type="checkbox"/>	Walls <input type="checkbox"/> <input type="checkbox"/>
Farm track <input type="checkbox"/> <input type="checkbox"/>	Street lighting standards <input type="checkbox"/> <input type="checkbox"/>	Irregular <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Ditches <input checked="" type="checkbox"/> <input type="checkbox"/>
Footpath <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Radio masts <input type="checkbox"/> <input type="checkbox"/>		
Railway <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Telecommunications masts <input type="checkbox"/> <input type="checkbox"/>		
Rights of way <input type="checkbox"/> <input type="checkbox"/>			
<b>Aesthetic aspects :</b>			
Scale: <input style="width: 50px;" type="text" value="Large"/>	Diversity: <input style="width: 50px;" type="text" value="Complex"/>	Form: <input style="width: 50px;" type="text" value="Rolling"/>	Colour: <input style="width: 50px;" type="text" value="Muted"/>
	Movement: <input style="width: 50px;" type="text" value="Busy"/>		
Enclosure: <input style="width: 50px;" type="text" value="Open"/>	Texture: <input style="width: 50px;" type="text" value="Rough"/>	Line: <input style="width: 50px;" type="text" value="Sinuous"/>	Balance: <input style="width: 50px;" type="text" value="Discordant"/>
	Pattern: <input style="width: 50px;" type="text" value="Random"/>		
<b>Brief description:</b>			
<p>The area is bounded by Berwick Road (West), a hedge and fence (north), except for a deep inlet to the north containing a stream, the railway line (east) and the border of survey area 023 (mainly southern edge of river bed). To the north, the land continues to rise in a series of rolling hillocks to Alkmond Park Wood, an area of Local and Regional Conservation Importance.</p>			
<b>Key characteristics:</b>			
<p>Dominant elements are the old river bed (full of water on day of survey), which curves round towards the south between the railway and Berwick Road. Heavily treed along course of river bed and up the streamlet to the north. Large fields of improved pasture and arable (eastern end - field beans). Variety of isolated trees and wooded areas contrast with horizontal elements of river bed, which in combination with the steep slopes of the fields make this an interesting and diverse landscape in all directions. No buildings, sense of tranquillity and isolation, despite proximity of town, the spires of which are visible from the northern bank.</p>			
<b>Rarity:</b>			
<p>This is not just a rare landscape - it is unique, of immense geological, ecological, wildlife and landscape value.</p>			
<b>Sensitivity to Change:</b>			
<p>Very sensitive. Any development in or adjoining the area would have a very severe impact.</p>			
<b>Condition:</b>			
<p>Very good, fields well maintained. Trees look healthy, but hedgerow along northern boundary is gappy and reinforced with a metal fence.</p>			

LANDSCAPE QUALITY ASSESSMENT				Survey number:	029
Survey Area - Name:		Shelton Rough			
Topography:		Steep			
<b>Dominant Landcover - Landscape Elements :</b>					
First box indicates features within survey area. Second box indicates features visible outside survey area					
<b>Woodland</b>	<b>Water</b>	<b>Settlement/Buildings</b>	<b>Farming</b>		
Deciduous woodland <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	River <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Urban development <input type="checkbox"/> <input checked="" type="checkbox"/>	Rough grazing <input type="checkbox"/> <input type="checkbox"/>		
Coniferous woodland <input type="checkbox"/> <input type="checkbox"/>	Stream <input type="checkbox"/> <input type="checkbox"/>	Large village <input type="checkbox"/> <input type="checkbox"/>	Improved pasture <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>		
Mixed woodland <input checked="" type="checkbox"/> <input type="checkbox"/>	Lake <input type="checkbox"/> <input type="checkbox"/>	Small village <input type="checkbox"/> <input type="checkbox"/>	Arable <input type="checkbox"/> <input type="checkbox"/>		
Shelter belt <input type="checkbox"/> <input type="checkbox"/>	Pond <input type="checkbox"/> <input type="checkbox"/>	Group of houses <input type="checkbox"/> <input type="checkbox"/>	Parkland <input type="checkbox"/> <input type="checkbox"/>		
Orchard <input type="checkbox"/> <input type="checkbox"/>	Canal <input type="checkbox"/> <input type="checkbox"/>	Farms with outbuildings <input type="checkbox"/> <input type="checkbox"/>	Mixed <input type="checkbox"/> <input type="checkbox"/>		
Isolated trees <input checked="" type="checkbox"/> <input type="checkbox"/>	Drainage ditch <input checked="" type="checkbox"/> <input type="checkbox"/>	Isolated houses <input type="checkbox"/> <input checked="" type="checkbox"/>			
Hedgerow trees <input checked="" type="checkbox"/> <input type="checkbox"/>		Industrial/Commercial Dev <input type="checkbox"/> <input type="checkbox"/>			
<b>Means of Communication :</b>					
<b>Transport</b>	<b>Electricity/Radio Structures</b>	<b>Enclosures</b>	<b>Boundaries</b>		
Major road <input type="checkbox"/> <input type="checkbox"/>	High voltage powerline <input type="checkbox"/> <input type="checkbox"/>	Large fields <input type="checkbox"/> <input type="checkbox"/>	Hedgerows <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>		
Minor road <input type="checkbox"/> <input type="checkbox"/>	Medium voltage line <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Small fields <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Fences <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>		
Farm track <input checked="" type="checkbox"/> <input type="checkbox"/>	Street lighting standards <input type="checkbox"/> <input type="checkbox"/>	Regular <input type="checkbox"/> <input type="checkbox"/>	Walls <input type="checkbox"/> <input type="checkbox"/>		
Footpath <input type="checkbox"/> <input type="checkbox"/>	Radio masts <input type="checkbox"/> <input type="checkbox"/>	Irregular <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Ditches <input type="checkbox"/> <input type="checkbox"/>		
Railway <input type="checkbox"/> <input type="checkbox"/>	Telecommunications masts <input type="checkbox"/> <input type="checkbox"/>				
Rights of way <input type="checkbox"/> <input type="checkbox"/>					
<b>Aesthetic aspects :</b>					
Scale: <input type="text" value="Small"/>	Diversity: <input type="text" value="Simple"/>	Form: <input type="text" value="Sloping"/>	Colour: <input type="text" value="Muted"/>	Movement: <input type="text" value="Busy"/>	
Enclosure: <input type="text" value="Enclosed"/>	Texture: <input type="text" value="Rough"/>	Line: <input type="text" value="Straight"/>	Balance: <input type="text" value="Balanced"/>	Pattern: <input type="text" value="Regular"/>	
<b>Brief description:</b>					
Bounded by track leading to borehole (west), Shelton Rough and the Severn(east) , woodland - Spring Coppice (north) and woodland above pumping station (south), Between these, regular fields of improved pasture separated from each other by hedges and fences. Some isolated trees in the fields at northern end. The track leading to the borehole is part of the Severn Way footpath and other footpaths follow the edge of the bluff.					
<b>Key characteristics:</b>					
Woodland surrounding the site on all sides, with intimate fields between. At both northern and southern ends, the land slopes down steeply to the river Severn, giving extensive views over the Berwick Estate, including Berwick House, with the former, and to the town, with the latter.					
<b>Rarity:</b>					
This is arguably the most dramatic example near Shrewsbury of a steep river bluff overlooking the Severn, with ancient trees throughout its length. Its commanding position and fine views make this an important site for recreation - footpaths along it are much used by the public for walking.					
<b>Sensitivity to Change:</b>					
Development on the polygon would impact on the character of the bluff and on the Berwick estate below from which it is a significant landscape element.					
<b>Condition:</b>					
Generally good, with managed pastureland, mainly well kept hedges and healthy trees. The woodland on the steep river bluff is not managed.					



Topic Area	Potential Impact	Level	Key Issue	Comment
	<i>Large Adverse</i>			Environment Officer. The mitigation strategy will consider the scope for preservation in situ or preservation by record involving full scale excavation.
Built Heritage	Benefits for features within the town balanced by adverse impacts for features within the NWRR corridor. <i>Slight Adverse</i>	R	*	Improvements would be due to noticeable traffic reductions within the town centre Conservation Area and adjacent to listed buildings. As for Townscape above this will be reviewed in the light of the wider TIF proposals in terms of traffic changes and physical measures. It also interacts with Townscape in terms of the LTP priority to improve local environmental quality, with benefits for the attractiveness of Shrewsbury Town Centre.
Biodiversity	Potential adverse impacts on habitats and individual species, but opportunities for protection and enhancement. <i>Moderate Adverse.</i>	I	*	Consultations have identified potential impacts on Hencott Pool Ramsar site as a key issues, including proximity, nitrogen deposition and effects on groundwater. An Appropriate Assessment under the Habitats Directive will be required. A package of measures including public ownership and the implementation of a long term management plan led to the Black Route being preferred and could result in a positive impact. There are also issues for local conservation sites including the River Severn, for veteran trees and a range of protected species. Detailed surveys will be carried out for habitats and protected species as part of the EIA including otter, great crested newt, badger and reptiles.
Water	Adverse impacts on surface water including public water supply. Increased flood risk. <i>Moderate Adverse</i>	R	*	Consultations with the Environment Agency and Severn Trent Water have raised concerns about protecting the public water supply in terms of the underground aquifer and surface water intake from the River Severn. There are also general issues about preventing any additional flood risk, protecting water quality and levels, particularly at wetland sites important for nature conservation. Specific measures including sealed drainage systems and barriers to prevent vehicles entering the river will be required, together with a detailed investigation into the risk of draw back of waterborne contamination at the water intake. A detailed flood model of the River Severn will be prepared and measures introduced to provide flood compensation, and the attenuation and treatment of run off.
Journey Ambience	Groundwater <i>Neutral</i> Better service for travellers.	L	*	Greater journey reliability for vehicle travellers and good views from the road. The wider TIF measures have the potential for improving conditions for cyclists, pedestrians and users of public transport within the town.
Accessibility and Physical Fitness	Severance and diversion of public rights of way and impact on amenity <i>Moderate Adverse</i>	L	*	Previous work has focussed on impacts within the NWRR corridor. These will need to be reviewed in the light of the wider TIF proposals in terms of potential benefits for pedestrians, cyclists and public transport users.
Integration	Impacts on land use and planning and government policies.	L-N		Policies will be reviewed at local, regional and national levels to assess whether proposals support or hinder policies. The Local Development Framework confirms SABC's continued support for a NWRR as part of an integrated approach which improves the public