

## **SHREWSBURY WEST SUE MASTERPLAN**

### **Appendix 1 Consultation Report**

The Consultation Report sets out the consultation process and results, together with responses/comments. This report has been prepared by RPS Planning & Development on behalf of the Council.

The full report with Appendices can be accessed on the website at:  
<http://www.shrewsburywest.org/>

or a hard copy is available in the Members' Library.



**SHREWSBURY WEST SUSTAINABLE URBAN  
EXTENSION MASTERPLAN - CONSULTATION  
REPORT**

**BY RPS PLANNING & DEVELOPMENT**

**ON BEHALF OF  
SHROPSHIRE COUNCIL**

7<sup>th</sup> October 2013

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## **APPENDICES: NOT ATTACHED BUT AVAILABLE ON WEBSITE**

1. Screenshots of Shrewsbury West Website
2. Poster Advertising Events
3. Press Release
4. Public Notice
5. Exhibition Boards
6. Photos from Events and Display
7. Screenshots of Shropshire Council Website
8. Feedback Questionnaire
9. Additional comments received
10. Schedule of Amendments

# 1 INTRODUCTION

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- 1.1 This consultation report has been prepared to provide information on the consultations carried out for the Draft Masterplan for the Shrewsbury West Sustainable Urban Extension (SUE). It summarises the responses received and indicates how the issues arising are or are proposed to be addressed. See **Appendix 10**, a detailed Schedule of Amendments to the Masterplan.
- 1.2 The consultation strategy was developed in accordance with Shropshire Council's Statement of Community Involvement for Shropshire (SCI) adopted February 2011, best practice in community consultation, and requirements set out in the Localism Act 2011. The consultation was separate from, and in addition to, the Council's consultation on the Site Allocations and Management of Development Plan Preferred Options (SAMDev) Plan document. This included a specific Policy Direction with regard to SUEs and a Land Use Plan for the Shrewsbury West SUE, with that consultation running from March 9<sup>th</sup> to July 20<sup>th</sup> 2012.
- 1.3 Community notification and consultation with residents and stakeholders has been undertaken on the proposals in a variety of ways:
- A website dedicated to the Shrewsbury West Masterplan consultation was launched on 4<sup>th</sup> July 2013 at [www.shrewsburywest.org](http://www.shrewsburywest.org), providing full details of forthcoming events, a copy of the draft Masterplan available to view and download, and an online version of the feedback questionnaire. See **Appendix 1**.
  - Posters advertising the events were provided for display in shops, pubs and community venues in the Welshpool Road and Mytton Oak Road areas, as well as in Oxon Primary School and the Health Centre on Racecourse Lane. See **Appendix 2**.
  - The Councillors for the Bowbrook, Copthorne, Radbrook and Tern wards, and Bicton Parish Council, were informed of the events, and a report was given to the Loton and Tern Local Joint Committee on 4 July 2013. See **Appendix 2**.
  - A press release was provided to the local press and other local media, which resulted in the Masterplan being the lead story on the front page of the Shrewsbury Chronicle and on the front page of the Shropshire Star on the 4<sup>th</sup> July. See **Appendix 3**
  - A public notice was included in the Shropshire Star on the 28<sup>th</sup> June. See **Appendix 4**

- Two public exhibitions were held at Oxon with Shelton Christ Church Hall on the 4<sup>th</sup> July 2013 from 14:00-18:30 and the Grapes Inn on the 18<sup>th</sup> July 2013 from 15:00-20:00. The exhibition boards are at **Appendix 5** and photographs from events at **Appendix 6**
- The boards were also displayed in the foyer of Bicton Village Hall on the 6<sup>th</sup> and 7<sup>th</sup> of July 2013, and in the foyer of the local Co-Op store on Welshpool Road from the 8<sup>th</sup> to the 14<sup>th</sup> July 2013. For photographs of the display see **Appendix 6**
- The display boards were also displayed at a public meeting of Bicton Parish Council on the 9<sup>th</sup> July 2013 in Bicton Village Hall.
- Information regarding the Shrewsbury West SUE and a link to the SUE website was also placed on the Shropshire Council Planning Policy web pages. See **Appendix 7**.

- 1.4 Responses to the consultations have been received in a variety of formats over the 9 week consultation period. A total of 150 feedback forms were received and 56 emails/letters, all of which have been considered in this response report.
- 1.5 This report follows the structure of the feedback form, reporting the responses received and indicating how the issues raised are addressed in the Draft Masterplan, identifying amendments that are made where relevant.

## **2 THE MASTERPLAN**

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- 2.1 The Shrewsbury West SUE Masterplan is being reviewed in light of the public consultation process and ongoing work and then presented to the Council for endorsement for the purposes of informing and guiding the development of the SUE. It is proposed to be adopted by the Council as a material consideration for all subsequent planning applications.
- 2.2 The Masterplan is being prepared following the area being identified as one of the two Shrewsbury SUEs in the Shropshire Core Strategy Policy CS2: Shrewsbury – Development Strategy.
- 2.3 The Shrewsbury West SUE is identified as a strategic location for development to help housing and employment needs of the town and importantly to allow the opportunity to deliver high quality, comprehensively planned and integrated development embracing the principles of sustainable development and inclusive communities.
- 2.4 The site is located on the western edge of Shrewsbury and extends in a broadly east to west direction around the existing settlement edge between the Holyhead Road in the east and the A5(T) in the west. The site occupies land north and south of the A458 Welshpool Road adjacent to the Churncote Junction in the west, and either side of Calcott Lane, Shepherd's Lane, Little Oxon Lane and Clayton Way, with the Oxon Business Park and Severn Trent Water Treatment Works on its southern boundary at its eastern end, and a variety of land uses along its northern edge including the Oxon Pool, the Oxon Touring and Holiday Home Park, the Uplands Care Home and the Severn Hospice.
- 2.5 As set out in Core Strategy Policy CS2, the SUE will include major housing development (approximately 700 dwellings to the north of Welshpool Road), additional employment land (approximately 9-12 hectares), the provision of a new link road connecting Churncote Island on the A5 to Holyhead Road, enhancement of the Park and Ride facilities and other sustainable transport improvements, scope for additional health and care facility development, and the provision of new community facilities.
- 2.6 The Masterplan includes a draft Vision and Design Principles setting out the intention for the development of the area to create a high quality place which maintains and enhances the qualities and character of Shrewsbury, to promote the use of sustainable transport, and to enhance and add to the existing landscape features.

### 3 THE EXHIBITIONS

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- 3.1 A staffed public exhibition took place on the 4<sup>th</sup> July 2013 from 14:00 to 18:30 in Shelton Christ Church Hall, Oxon, located on Welshpool Road close to the SUE site. A further staffed public exhibition took place on the 18<sup>th</sup> July 2013 at the Grapes Inn, located opposite the Church Hall on Welshpool Road close to the SUE site. In addition, a public display and Q & A session organised by Bicton Parish Council was held in Bicton Village Hall on 9<sup>th</sup> July from 19.00 to 21.00.
- 3.2 The purpose of the exhibitions was to provide information to those who attended on the various aspects of the scheme and to enable them to ask questions.
- 3.3 The exhibition included visual aids, informative material and a feedback form. Members of the promotional team including representatives from RPS Planning and Development (RPS), the promotional consultants for this Masterplan, and from Shropshire Council were in attendance throughout the two exhibitions and the event at Bicton Parish Hall.
- 3.4 Approximately 54 people attended the event on the 4 July 2013, 97 people on the 18 July 2013 and 30 at the event at Bicton on 9 July 2013. Photographs taken can be seen in **Appendix 6**.
- 3.5 The exhibition contained six A1 size exhibition boards outlining the following information about the scheme:
- **Welcome** - providing a brief introduction to the Masterplan, details of the proposals and the local context of the scheme.
  - **Proposed Site & Context** - detailing the location of the proposed site; the landscape and views from existing residential properties; the environment and ecology; access and movement across the site; and a map identifying key constraints and opportunities.
  - **Development Proposals and Design Principles** - giving more details and specifics of the proposed development as well as the Vision for the SUE, as well as the landscape and ecology plan and design principles.
  - **Design Principles: Access and Movement** - this board gave details on two Options for the proposed Oxon Link Road (OLR), with each option identifying two locations for junctions from the OLR onto existing roads, with another existing road made into a secondary route crossing the SUE, with a pedestrian and cycle link across the OLR.
  - **Design Principles: Access, Water and Land Use** - with three plans showing the relevant information about access routes for pedestrians and cyclists; drainage

and flood risk mitigation; and proposed land uses on the site including the phasing of residential development within the scheme.

- **Masterplan, Your Views, and What Happens Next?** - This showed how the design principles had been brought together to create a single Masterplan for the SUE, requesting views on specific areas of the development and explaining how to give feedback in various ways, as well as how the Masterplan is likely to proceed to adoption.

- 3.6 The exhibition boards' contents are attached as **Appendix 5**.
- 3.7 Attendees were invited to fill out feedback forms at the exhibition and place them in the box provided, or they had the option to fill them out at home and send the completed form to RPS. A copy of the feedback questionnaire is attached in **Appendix 8**.
- 3.8 The Draft Masterplan document and feedback form were available online on the Shrewsbury West website which was specifically designed to allow interested parties to find out information about the proposal for the duration of the public consultation period. Copies of the Masterplan document were available to be viewed at the exhibition to enable individuals to gain more information about the proposed development.
- 3.9 On all consultation literature, including posters, adverts and the display boards, information was provided concerning the closing date for the consultation, where to find out further information, where to send completed forms and relevant contact details for representatives from Shropshire Council and RPS, should interested parties have further questions.
- 3.10 The boards were displayed in Bicton Heath Co-Op Store both between and after the exhibitions to enable interested parties further opportunity to view the proposals, especially for those who do not have access to the internet. Following Shropshire Council's agreement to extend the consultation period to 6<sup>th</sup> September, the boards remained at the Co-op Store until that date.

## 4 SUMMARY OF RESULTS

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### Introduction

- 4.1 Responses to the Draft Masterplan have been mixed, with people commenting both on the principle and amount of the development at Shrewsbury West Sustainable Urban Extension (SUE) and on the content of the Masterplan. During the consultation many people used the response form as an opportunity to object to the very principle of development at Shrewsbury West and the allocation, citing their opinion on the lack of local infrastructure and questioning the overall need for development at this location.
- 4.2 While a number of the points raised in this context are important in their own right, the Shropshire Core Strategy is an adopted development plan which has been subject to significant public consultation during its preparation, including the identification of Shrewsbury West SUE as a strategic location for development. The document has also been subject to independent examination and found to be sound, robust and fully justified. In this context, the level of development proposed at this location, including the provision of the Oxon Link Road, is already established within an adopted development plan and consultation on the Masterplan cannot change this position, nor can it amend the content of an adopted development plan to deliver less development than identified. The responses to this consultation must therefore be read in the context of the adopted development plan for the area which identifies the SUE as a strategic location for development.
- 4.3 Where objections have been made to the principle of development at this location, including the quantum of development and the provision of the link road, whilst these are duly noted, they do not assist in identifying issues requiring further consideration or in the improvement of the Draft Masterplan. However, where respondents make valid comments on relevant issues regarding how development can be delivered in the context of the Masterplan, these have been considered accordingly.
- 4.4 During the consultation period and most notably after it had been extended, a number of respondents chose to complete the forms ticking all options negatively with little or no information supporting their position or additional comments in respect of the Masterplan. On this basis, it is not possible from the analysis to ascertain from these questionnaires whether they fall within the category of objecting to the development in principle, or whether the respondents are objecting to all elements of the Masterplan, which they are entirely within their right to do. Although there is this uncertainty regarding these responses, it is inappropriate to exclude them from the analysis as this would mean that presumptions were being made on peoples' opinions when completing the questionnaire.

- 4.5 These questionnaires have therefore remained within the analysis, but as a result they do distort the statistical results as they will include a significant amount of opinion that is opposed to the development in principle. Statistical results within this consultation statement should therefore be read with a high degree of caution and should not, on their own, form the basis for decision making. Where statistics are reported, a commentary is also provided on the narrative responses received.
- 4.6 The remaining part of this section provides an overview of the consultation responses to each question in the context of the explanation above.

**Q1: So we can understand who we have made contact with, please tell us a little about yourself?**

Local resident	138
Local business person	13
Local Councillor	2
Representative of a community group/organisation	10

Under 18	2
18 – 39	22
40 – 60	61
Over 60	50

- 4.7 The tables above provide details about the people who submitted comments to the Masterplan consultation events on the feedback forms provided and the age of the respondents. Although not all of the respondents provided these details, the tables clearly show the demographic of the respondents with the majority of people being local residents and over the age of 40 years.

**Q2. Do you agree with the Development Vision and Objectives as set out in the Masterplan?**

Yes	No	Did not Answer
29	119	6

## **Overview**

- 4.8 Section 4 of the Masterplan sets out a Development Vision and Objectives for the plan and Question 1 sought people's opinions on this section. However, very few respondents answered the question in relation to the document and sought to use it to record their objection to the principle of the development, rather than the Masterplan content. Statistically, therefore, the results are not a sound reflection on the views on the Masterplan Vision and Objectives.

## **Main Issues Raised**

### *General Points*

- 4.9 Those supporting the Development Vision and Objectives felt that they were reasonable although more affordable units were desired and further clarity required in a number of areas, particularly the interpretation of the health/care business campus. Those that disagreed with the Development Vision and Objectives cited a number of reasons including their opinion that the development was too intense and poorly designed and the area lacked the appropriate infrastructure.

### *Environmental Comments*

- 4.10 In respect of the environment, views again were mixed with a desire for additional areas of green space and community meeting spaces. Objections were raised in respect of the development using too much open green space and green fields and respondents felt that the development was not in keeping with the rural feel of the local area. The use of too much green space was considered to change the character of the area. Some respondents did, however, acknowledge that while green fields should be avoided, development on them may be necessary.

### *Highways and Accessibility*

- 4.11 Questions 8 and 9 deal specifically with accessibility and options for roads, and responses are dealt with appropriately within the response to those questions. However, people chose to also express their views in Question 2 which are provided below.

- 4.12 There was mixed support for the north-western relief road around the town, with some respondents acknowledging that it was needed while others felt it was not. There were mixed views on whether the closure of Shepherd's Lane or Calcott Lane was the preferred option. Equally some respondents favoured the closure of Welshpool Road and the reduction in traffic that this would bring along it and the associated improvements to pedestrian safety. In opposition to this, however, others felt that with less traffic on Welshpool Road their businesses would be impacted upon negatively. Some respondents felt that the arrangements, with links onto the proposed Oxon Link Road via Shepherd's Lane and Calcott Lane, would in fact increase traffic on Welshpool

Road and result in rat-running. Concern was also expressed at the consultation events by some people about potential additional traffic on Gains Park Way.

### **Response**

- 4.13 The responses to this question are very polarised on the issues. There is a clear desire to minimise the use of greenfield land in providing for development, but equally there is a strong desire not to create developments that are overly dense, cramped and limit the amount of amenity space and permeability just to minimise the use of land. .
- 4.14 Section 4 of the Draft Masterplan sets out a series of clear objectives linked to the Vision for the area and manages this conflict through effectively balancing the requirement for a range of densities to be provided that accommodates the needs of the local population, while seeking to minimise land take and ensuring that development provides adequate open space and permeability. Therefore, Section 4 of the Masterplan aims to provide a good balance between the competing desires of the comments received and no significant amendments are considered necessary.

### **Q3. Do you support the design principles set out in the Masterplan?**

- 4.15 Section 5 of the Masterplan explains the evolution of the design approach and sets out a series of Design Principles. Similarly to Question 2, those who objected to the development in principle recorded mostly negative comments to Question 3 by default, also therefore reducing the statistical reliability of the results. However, people were requested to comment and expand on their views and the summary below provides a synopsis of the opinions expressed.

#### **Landscape and Ecology**

Yes	No	Did not Answer
29	59	66

#### **Overview**

- 4.16 Opinions expressed were concerned about the impact of the development on the loss of green space and the development of a greenfield site with the associated risk to ecology and trees. Those responding recorded their desire for established hedges and mature trees to be retained. Views were also expressed on the need to ensure that the link road is well screened to avoid noise and visual impact, otherwise it will be intrusive.

### **Response**

- 4.17 While views were expressed on the sensitivity of the area to development and there was concern over the loss of greenfield land and features of ecological value, the Masterplan emphasises the importance of ecology and biodiversity and that it has been

a fundamental component in the evolution of the Masterplan. The Landscape and Ecology Plan illustrates the structure of the local area in terms of biodiversity and reflects the ecological surveys that have been undertaken. To ensure minimal impact to the landscape, the retention of mature trees and biodiversity rich hedgerows are key components to the design principles contained in the Masterplan. These key features are inherent drivers of the Masterplan and have defined the shape of the proposal. It is therefore considered that the Masterplan and its design principles, in respect of ecology and landscape, satisfactorily address the concerns raised.

#### ***Access and Movement (Vehicles)***

<b>Yes</b>	<b>No</b>	<b>Did not Answer</b>
14	65	75

#### ***Overview***

- 4.18 The responses to this question raised a number of issues which are specifically analysed more appropriately within Questions 8 and 9. However responses in this section also raised a number of additional points. While some respondents considered the access and movement principles for the Masterplan broadly well thought out, some indicated that the principles needed to further address various issues including particularly:
- Concern over the potential for the proposals to increase rat-running and increase vehicular movements in the local area, specifically with regard to the capacity of Shepherd's Lane and Calcott Lane. This view was expressed strongly at the meeting in Bicton Village Hall on 9<sup>th</sup> July;
  - Concern about safety of access onto Churncote Island;
  - Removing all junctions on the Oxon Link Road and having no access from Welshpool Road. The Oxon Link Road should become an 'express route' with no junctions.
- 4.19 In general respondents felt that additional traffic in the local area would be a concern and that the roads were not capable of accommodating the additional traffic, raising safety concerns.
- 4.20 A number of respondents were in favour of closing either Shepherd's Lane or Calcott Lane and creating cul-de-sacs rather than having junctions within the new link road.

## **Response**

- 4.21 The concern for increased traffic and rat-running was a common theme of the responses to this Design Principle section. The Masterplan provides the framework in which development proposals will come forward, and it is within this framework that the Masterplan explains that the approach is to encourage vehicles to use the Oxon Link Road rather than Welshpool Road and that this will be aided by the ‘calming’ of Welshpool Road. These proposals are intended to allow change to the character of the road, away from being dominated by traffic, and to maximise the use of and benefits from the new Link Road.
- 4.22 In response to the comments regarding the closure of Shepherd’s Lane or Calcott Lane, amendments to the Masterplan are proposed to close both to through traffic. A new road between the Oxon Link Road and Welshpool Road would be provided through Phase 1 development west of Shepherd’s Lane, with the lane becoming a cul-de-sac with access to/from the north only for pedestrians, cyclists and potentially emergency vehicles. The closure of these lanes to through traffic would only occur once the link road is constructed. The effect of the closures would be that vehicles currently using the lanes to connect between Bicton village and Welshpool Road and the A5 would need to use the Holyhead Road and new Link Road instead. Whilst this would extend the journeys of those concerned, it would mean protection of the residents of the lanes from the effects of both existing and potentially increased future traffic.
- 4.23 It is considered that the Masterplan proposals, as amended, would address the main concerns raised and, with the inclusion of additional text to explain the road hierarchy, junctions, linkages and crossing points will give adequate guidance for bringing forward the development.

### ***Access and Movement (Pedestrians and Cyclists)***

<b>Yes</b>	<b>No</b>	<b>Did not Answer</b>
34	57	63

## **Overview**

- 4.24 Opinions expressed in response to this part of the question mainly related to safety concerns about pedestrians and cyclists and the requirement for more footpaths and cycleways. Some respondents considered that bridges for pedestrians and cyclists were required across the proposed new Oxon Link Road, across Calcott/Shepherd’s Lane, to the proposed recreation/open space areas, and to provide access at both ends of Shepherd’s Lane. The proposals for a pedestrian crossing across the Oxon Link Road and the pedestrian/cycle link through from the Park and Ride to the Oxon Caravan Park were supported.

### **Response**

- 4.25 The Masterplan has considered access/links for cyclists and pedestrians, and proposed a number of potential crossings for the Oxon Link Road. The proposals have been put forward with a view to promoting safety and ease of access for both cyclists and pedestrians, but it is considered that this could be clarified and strengthened in the Masterplan in light of the comments received, with additional text to explain the proposed network and linkages, with inclusion of reference to at least 2 footbridges and other surface crossings, where appropriate.

### **Water and Drainage**

<b>Yes</b>	<b>No</b>	<b>Did not Answer</b>
27	52	75

### **Overview**

- 4.26 Comments in relation to water and drainage proposals were mainly concerned about the existing drainage problems, and capacity of Oxon Pool. The potential for the development to create drainage problems leading to flooding was raised as it was claimed that the fields already flood easily in heavy rainfall. Comments were also made in relation to the proximity of the proposed ponds to the new houses.

### **Response**

- 4.27 It is acknowledged that there are concerns about the development increasing flooding in the area. The Draft Masterplan outlines that Sustainable Drainage Systems will be incorporated into the scheme, via a number of large ponds which are currently proposed in locations throughout the development. These are mainly adjacent to the Oxon Link Road and would be designed in accordance with the requirements of Severn Trent Water and the Environment Agency. However, the locations and design of these ponds are currently only indicative and discussions with Severn Trent Water will ensure that there is sufficient capacity within existing drains and that appropriate drainage systems are included in the most appropriate locations to accommodate the 700 dwellings effectively. This is to ensure that flooding potential is not increased either within the development or elsewhere in the surrounding areas of the town. In relation to wildlife, the ponds will create additional habitats for a number of species of wildlife and are therefore considered to be a beneficial ecological element to the scheme.
- 4.28 Further text and a related map is proposed to be added to the Masterplan on Water, Drainage and Flood Risk at section 3.5 which will provide additional contextual information.

## ***Green Infrastructure***

<b>Yes</b>	<b>No</b>	<b>Did not Answer</b>
25	62	67

### ***Overview***

- 4.29 The main concerns about green infrastructure related to the loss of green space and the lack of green space proposed within the development, particularly in relation to the number of dwellings proposed. Comments were also raised regarding the preservation of existing trees and hedgerows.

### ***Response***

- 4.30 Whilst the concerns about a lack of green space are acknowledged, the comments opposed to the development due to the loss of green fields can only be noted given that the principle of development has already been established through the identification of a sustainable urban extension in the Core Strategy. The proposed development will provide appropriate areas of open space to serve the development in accordance with local policy requirements. As the Masterplan indicates, extensive areas of public open space to serve both the new development and existing residents are proposed to be provided to the north of the Oxon Link Road, and there will be children's play areas, and additional informal recreation areas, open spaces and green corridors within the development as deemed appropriate for a development of 700+ dwellings. This will ensure that an appropriate balance of housing and open space will be delivered. One of the key elements of the Masterplan is to retain existing mature trees and hedgerows. Nonetheless, given the comments received, it is considered appropriate to provide additional guidance in the Masterplan on the proposed green infrastructure framework, standards and linkages, including particularly the potential uses and accessibility of the open space areas to the north of the new Oxon Link Road and the need for adequate provision within the development to the south of the road.

## ***Land Use***

<b>Yes</b>	<b>No</b>	<b>Did not Answer</b>
20	65	69

### ***Overview***

- 4.31 Recognising that most respondents were objecting to the principle of any development at Shrewsbury West, some also considered that the proposals were a good use of the land. However, there were concerns regarding the density of houses and the balance between housing and green spaces. It was also recognised that buffer zones for existing houses would be beneficial.

### **Response**

- 4.32 Whilst most residents would prefer the land to remain as rural open fields, this location has been identified for one of the two sustainable urban extensions for Shrewsbury in the Council's adopted Core Strategy, and therefore this concern can only be noted. As indicated in the Masterplan, existing trees and hedgerows will be retained where possible, and various existing green space areas will be maintained and new buffer areas provided, helping to mitigate the impacts of the proposed development, while the significant new amenity green space north of the Oxon Link Road will ensure that the provision is appropriate for a development of this scale. Therefore, the planned provision of green space in the Masterplan is considered satisfactory but additional guidance on the overall green infrastructure framework, standards and linkages, and the potential uses of the areas is proposed to be included within the final Masterplan.
- 4.33 In relation to the density of housing, the density proposed is in accordance with local policy requirements, and areas of larger lower density housing will be provided, such as along the Shepherd's Lane frontage, to reflect the character of housing in the immediate area. Generally, the density proposed is appropriate to a location of the edge of the town, but it is proposed to amend the Masterplan to ensure that the height of buildings and number of storeys are appropriate to the locations.

### **Overall Summary**

- 4.34 There were various concerns from respondents in relation to the Design Principles within the Masterplan. The comments in support of the proposals and concerns raised have been acknowledged. The development proposals will ensure that an appropriate amount of green open space and recreation areas will be delivered to enhance the area and provide appropriate facilities for the 700 dwellings and nearby residents. It is proposed to amend the Masterplan to articulate this more. It is considered that the Masterplan includes the necessary safeguards to ensure that the proposals will not cause detrimental impacts on flooding and drainage within the site or surrounding areas; maintain highway safety for vehicles, pedestrians and cyclists; and have appropriate regard to landscape, biodiversity and ecological considerations and to the amenity of existing residential properties.

**Q4 The urban extension at Shrewsbury West can provide for a range of housing types. What types would you like to see?**

Type of Housing	Yes	No
4/5 Bed	72	1
2/3 Bed	73	0
Starter Homes	42	2

Apartments	9	17
Affordable Housing	22	2

### **Overview**

- 4.35 From the responses received it is evident that the majority of people would prefer the development to comprise of between 2 and 5-bed properties. A number of respondents also wanted to see starter homes, apartments and affordable housing, with some wanting to see a mixture of all of these types of houses. In addition, some people wanted bungalows, retirement homes and sheltered housing. In contrast to this, some people felt that apartments, starter homes larger family homes, three-storey properties and affordable housing should not be included in the development, although the majority of respondents supported the types of housing proposed, apart from the apartments.

### **Response**

- 4.36 Section 6 of the Masterplan provides details on the types of housing that will be included in the development. The importance of providing a range of housing types, sizes and tenures, including affordable housing, in accordance with Government and local planning policy and to help to meet housing needs within Shrewsbury, is addressed in the proposals. The Masterplan proposed that a range of terraced, semi-detached and detached properties of different sizes will be included in the scheme. Affordable social rented and shared ownership properties will also be included. It is considered that this will provide an appropriate mix of housing including large family and starter housing to cater for a wide range of housing needs. Providing a range of housing types and tenures will ensure that the needs of the local population including young and elderly people are appropriately met.

- 4.37 The height of buildings is an important consideration and the Masterplan will be amended to ensure that building heights and storeys are appropriate for the locations.

### **Q5 The Masterplan presents two options for junctions onto the new Oxon Link Road with the Council's preference for Option B. Which do you prefer and why?**

Option A	Option B
16	45

### **Overview**

- 4.38 The Masterplan presented two options for junctions onto the new proposed Oxon Link Road. One being a junction with Shepherd's Land (Option A) and the alternative at Calcott Lane (Option B). The document asked people which was their preference and why, but also set out that the Council's preference in the Masterplan is Option B.

4.39 It is observed that from the responses that the Council's preferred choice of Option B was the clear preference from respondents over Option A. 74% of respondents favoured Option B.

*Option A*

4.40 Those favouring Option A believed it to provide better links to Bicton Village and that if Option B were chosen people would use Shepherd's Lanes as a rat run. The closure of Shepherd's Lane under Option A was favoured by 26% of respondents.

*Option B*

4.41 Those favouring Option B considered that it would provide better safety in terms of traffic movements at Churncote Roundabout, particularly with Option A having a new roundabout so close to Churncote Roundabout. The opinion was that Option B would provide better spacing between the roundabouts and aid better and safer management of flow of traffic along the Oxon Link Road.

4.42 It was also felt that Option B provided a better spine road through the centre of the residential development and good access from Bicton and to the A5. Suggestions were made as an alternative within Option B that the existing Shepherd's Lane should become closed and all traffic use the new route to Welshpool Road.

*Alternatives*

4.43 It was suggested that neither of the options are suitable and that both Shepherd's Lane and Calcott Lane should be closed off from the Oxon Link Road, with this to become a route with no junctions on it. It was suggested that this would reduce the traffic on both lanes which were considered rural in nature, and improve the safety along them. An additional proposal was suggested that Clayton Way could be used to link to the Oxon Link Road through the business park area.

*Response*

4.44 The Masterplan put forward two options for consideration and expressed the Council's opinion for Option B as the preferred choice. It is observed that of the two options there is strong opinion in support of the Council's preferred choice of Option B, with many of the respondents providing valid points on the reasons for not selecting Option A. While this is the case, valid points were also made in respect of Option A and potential alternatives, but the clear preference was for Option B which closes Calcott Lane and provides a new link through via a junction with Shepherds Lane. However, as discussed under Question 2, on balance it is considered that the Masterplan should be amended so that neither existing lane is connected to the new Link Road, and that the existing Shepherd's Lane to the south of the Link Road should become a cul-de-sac, with its northern end closed to all but pedestrians and cyclists and, potentially, emergency vehicles.

**Q6 Council's preference for Option B but varied so northern section of Calcott Lane remains partially open to traffic. Do you think this is a good idea or not?**

Yes	No
19	74

**Overview**

- 4.45 The Masterplan presents Option B as the Council's preference and with that provides a further option as to whether traffic should be allowed to exit and egress Calcott Lane north of the Oxon Link Road via a left turn into and left turn out of Calcott Lane. The alternative is to have no access northwards onto Calcott Lane from the Oxon Link Road.
- 4.46 Statistically the responses were not in favour of these movements. However, it is not possible to distinguish the public opinion on this particular issue from comments on the road options, and from those who object to the principle of the development and the road itself. In terms of analysing the comments received public opinion is less conclusive that the movements are not considered desirable.
- 4.47 Those in favour of the movements thought it worth 'exploring' and that it would provide ease of access and assist in keeping Calcott Lane connected to the facilities in Bicton and Welshpool Road. It was expressed that the road should be upgraded and traffic calming provided if this were to be proposed. Those not in favour of this believed that it may slow or complicate traffic and movements on the Oxon Link Road. Closure completely was also favoured on the basis that it would preserve the quality and peacefulness of the lane, plus it may increase traffic use and impact upon pedestrians and trees.

**Response**

- 4.48 While the general statistics may indicate that public opinion was not in favour of having the additional movements onto Calcott Lane from the Oxon Link Road, a number of valid points both in favour and against the proposals were raised. In considering the pros and cons of retaining access for the Oxon Link Road to Calcott Lane it is proposed that the additional movements are not part of the Masterplan proposals and that Calcott Lane becomes a cul-de-sac. This would be in line with the majority of respondents' views.

**Q7 If you prefer Option A do you think Shepherd's Lane should remain partially open to traffic on the OLR?**

Yes	No
9	71

**Overview**

- 4.49 While the Masterplan presents Option B as the Council's preference, it invites comment on Option A as set out above. In this context, it also invites public opinion on whether people prefer Option A, do they wish to retain some form of access from Shepherd's Lane on to the Oxon Link but not a roundabout junction.
- 4.50 Statistically the response to this was a very conclusive number. However, a number of valid points were put forward in respect of the question asked.
- 4.51 The most cited reason for not providing access onto the Link Road from Shepherd's Lane in Option A was that of the increased traffic that people thought would be generated as a result of this. It was considered that this would increase rat-running along the road. It was also considered that this would be too much for a road of a rural nature and people thought that it was too narrow and unsafe for pedestrians. Similar to Question 6, it was also felt that providing access onto the Oxon Link Road would restrict and impact upon traffic flow on the new road. People felt that the lane should be closed completely and that it should be for the enjoyment of residents only to preserve the nature of the lane and area.
- 4.52 From those views in favour of the access onto the new Oxon Link Road, it was felt that this would depend upon the weight of traffic generated and believed it could be convenient and flexible.

**Response**

- 4.53 The number of people who objected to the additional junction on the Oxon Link Road from Shepherd's Lane is significantly in favour of no access being provided to the link road. From the analysis of the comments received, it is the general opinion of those responding that no access should be provided to the link road should Option A be progressed.
- 4.54 Following the consultations, the Masterplan is being finalised on the basis of the connection from the Link Road to Welshpool Road being on the new road through the Phase 1 development west of Shepherd's Lane, with no connections between the Link Road and the existing Shepherd's Lane and Calcott Lane

**Q8 Connection between Welshpool Road and the A5 with access only from the junction into the proposed employment area so no through traffic on Welshpool Road. Do you agree with this?**

Yes	No
24	89

**Overview**

- 4.55 The Masterplan proposes to close Welshpool Road just east of Churncote Roundabout to only allow access into the employment area of the Masterplan at this location and restrict traffic from travelling along the entire length of Welshpool Road. Views were sought on this.
- 4.56 Statistically 79% of the respondents objected to this proposal. The most numerous point raised in respondents objecting to this was the potential displacement of traffic from what was viewed as an appropriately serviced and functional road at present. People's opinion was that the road was generally of an acceptable standard to accommodate the current level of traffic and that its closure would displace vehicles onto other smaller roads that were not capable of accommodating the displaced traffic. People generally felt that the road should be retained as open and that closing it would also affect businesses along Welshpool Road that were dependent upon the passing traffic for trade. It was also commented that the employment area was not supported and that the access should not just service this part of the development.
- 4.57 Those in favour of closing Welshpool Road considered that it would reduce the traffic along it and improve highway safety, particular crossing the road near the shops and local services. This it was felt would be advantageous for residents of Welshpool Road. It was also acknowledged that closing it was necessary in order to move traffic onto the new Oxon Link Road. Importantly it was noted that if it were to be closed east of Churncote Roundabout, it should remain open to pedestrian and cyclists.

**Response**

- 4.58 There was strong public opinion against the closure of Welshpool Road east of Churncote Roundabout both statistically and from the comments received. The most common and significant response received was in respect of the displacement of traffic from Welshpool Road and the potential of this to use alternative routes that are not suitable. This is an important issue, and the design of the Access and Movement Plan has considered this issue.
- 4.59 The Masterplan illustrates that displaced traffic will be principally moved onto a higher specification road with the Oxon Link Road, which will be designed to accommodate this higher level of traffic. Any displaced traffic that wishes to gain access to Welshpool

Road will be able to use new upgraded links from the Oxon Link Road as opposed to the roads in their current condition. The Masterplan in Options A and B set out the ‘link route’ through the Phase 1 development west of Shepherd’s Lane as the connection from the Oxon Link Road to Welshpool Road at its western end.

- 4.60 The Masterplan is aiming to ensure that the new Oxon Link Road will provide faster journeys into Shrewsbury from the west than a route that travels back onto Welshpool Road and along it eastwards.
- 4.61 Whilst it is acknowledged that the closure of Welshpool Road is not the preferred choice of the responses received, it is considered that this is appropriate to ensure the maximum use of and benefit from the new Link Road, as well as the traffic management benefits to Welshpool Road itself. In respect of retaining access for pedestrians and cyclists at the location of the closure of Welshpool Road, this is a valid and important consideration to ensure that the area retains its permeability to sustainable modes of travel, particularly to the employment area to the west of the site. It is recommended that the Masterplan provides clear reference to provide clarity on this point and that closure will only be considered after the Oxon Link Road is opened.
- 4.62 A further consideration is the view of the Highways Agency regarding the A5 Churncote Island junction. It is the position of the Highways Agency that the Council has not yet demonstrated that the Churncote Roundabout would function satisfactorily as a roundabout with five principal arms onto it with the additional arm of the Oxon Link Road joining it. Pending this, the Agency would only support a 4 arm junction with potentially an exit only into the Churncote Business Area. At this stage therefore, it is proposed that the Masterplan should indicate a flexible position whilst these matters are resolved, linked to further clarifications of uses planned for the Business Area and updated traffic modelling.

**Q9 Do you think the footpath links shown provide:**

	<b>Yes</b>	<b>No</b>
<b>Good access to areas of open space</b>	44	52
<b>Good access to the local centre</b>	46	48
<b>Good links across the new OLR</b>	34	51

**Overview**

- 4.63 A fairly even number of respondents supported and objected to the access proposals, with slightly more people disagreeing that the footpaths links provided good access to the open space area and across the Oxon Link Road. As previously raised for Question 3, there were some concerns about safety for pedestrians and that there was

a lack of cycleways and footpaths proposed with poor access particularly for existing residents. In addition, footbridges were required. Support was given for the pedestrian link between the Park and Ride and the Caravan Park.

### ***Response***

- 4.64 The Masterplan currently proposes that the existing footpaths across the line of the proposed Oxon Link Road will be diverted or retained, including to provide suitable accesses from the new development to the open space areas. The issue of safety is an important one, and the crossings would be designed to ensure the safety of pedestrians and cyclists using these crossings. The Masterplan proposes to maximise connectivity within the development and into surrounding areas for pedestrians and cyclists, as well as via public transport. The views of the respondents have been noted, and although the Masterplan is only indicative, with the exact location of new footpaths and links to be determined through the detailed design of the development, it is proposed to amend the Masterplan to clarify crossing points on/over the Oxon Link Road as far as possible, to include at least two footbridges and other surface crossings.

### **Q10 Do you think the various proposed land uses are appropriate?**

Land Use	Yes	No
Expansion of local facilities on Welshpool Road?	52	64
Commercial or community facilities which should be included in the Local Centre?	36	55
Support the extension of Oxon Business Park?	50	60
Development of health/care business campus?	58	63
Support a gateway commercial area at A5 Churncote Island Junction?	25	89
Support keeping P+R facility in its current location?	89	34

### ***Expansion of local facilities on Welshpool Road***

#### ***Overview***

- 4.65 The responses indicated that there was some support for the expansion of local facilities on Welshpool Road depending what facilities would be included, and as long as they were accessible. It was also felt that expanding the facilities along Welshpool Road would bring people to the area. Equally, there was some contention regarding the proposed new facilities due to there being enough in this location already and within Shrewsbury town, and that it would cause overdevelopment and compromise the existing foodstore.

### **Response**

- 4.66 Whilst there was some opposition to the expansion of the Welshpool Road facilities, it is important that there will be sufficient facilities to serve the existing residents and the new development. The Masterplan aims to enable a balance of community facilities and housing to ensure that there is an appropriate level and range of facilities to serve the new development, whilst providing additional facilities for existing residents.
- 4.67 The Masterplan proposes that a range of facilities would be included such as additional retail units and community facilities subject to need and demand, potentially including a community hall and medical centre. These uses would be focussed around the existing foodstore which could be extended to create larger premises, and should therefore not cause a detrimental impact on the foodstore. Views about the types of uses which should be included to benefit the area, in addition to retail uses, will be taken into account when finalising development proposals, as the response to the following question indicates.

#### ***Commercial or community facilities which should be included in the Local Centre***

#### **Overview**

- 4.68 The responses identified that a range of community facilities should be included in the local centre. The table below sets out the main uses people felt should be included, with the majority of respondents wanting sports and leisure facilities, schools including pre-school, primary and secondary schools, and medical facilities such as a GP surgery and Dentist.

<b>Schools</b>	31
<b>Community Hall</b>	11
<b>Medical Centre (incl.GP/Dentist)</b>	23
<b>Shops/Post Office</b>	4
<b>Pub</b>	1
<b>Church Hall</b>	1
<b>Sports/Leisure</b>	16
<b>Pharmacy</b>	1

### **Response**

- 4.69 The Masterplan supports the comments received through proposing that the development could contain a range of community facilities including a community

meeting hall, a medical practice, crèche/nursery and additional small retail units and enlarged foodstore. Further health/care facilities could be located in the new health/care business area off Clayton Way. However, the range of uses to be within the Local Centre is subject to need and demand, and the proposals are only indicative at this stage. The uses required by the respondents will be taken into account when finalising the specific uses to be included in the local centre to help to ensure that a range of appropriate community facilities are included and that existing facilities in the locality, such as GP surgeries, do not become oversubscribed due to the development. The associated retail uses to be included in addition to the foodstore will be dependent on the end users attracted to the development.

### ***Support the extension of Oxon Business Park***

#### ***Overview***

- 4.70 There was some support for the extension of Oxon Business Park if needed and with sufficient parking provided, with views that the uses should be light industry, should involve reasonable rates to encourage businesses, and be a maximum of three-storeys in height. However, some respondents felt that there were enough business units in Shrewsbury already many of which are empty, and there were concerns about the impact the business park would have on the Hospice.

#### ***Response***

- 4.71 The Masterplan supports the Council's aim of delivering additional employment within Shrewsbury to meet local employment needs through the provision of between 9-12ha of employment land. The business uses proposed will be predominantly B1 business uses, such as offices, research and development, and industrial process which would be suitable within a residential area. Associated industrial uses which would be included to support the business park would not cause detriment to local residents and would be entirely appropriate for the area.

### ***Development of health/care business campus***

#### ***Overview***

- 4.72 Responses in relation to the proposed health/care business campus were mainly in support of the proposals. Opinions expressed that supported the proposals were concerned with existing facilities, and it was felt that a new medical centre, GP surgery, Dentist's and walk-in centre were needed particularly with the increase in houses from the new development. It was also considered that additional hospital capacity was required.

#### ***Response***

- 4.73 The generally supportive comments in relation to the health/care business campus are noted. The Masterplan indicates that a range of medical facilities including those

specified by the respondents, extra care facilities, offices and light industrial uses could be delivered on the site. The proposed health/care business areas could support a range of medical facilities to accommodate both existing residents and the new development, which would be in addition to any medical facilities included within the local centre.

### ***Support a gateway commercial area at A5 Churncote Island Junction***

#### ***Overview***

- 4.74 Whilst there was some support for a new commercial area at the A5 Churncote Island junction to provide employment opportunities to support the increase in housing numbers from the new development, a significant number of respondents were opposed to the proposals. It was felt that 4/5-storey buildings were inappropriate for the area, and the commercial area would be detrimental to the character of the area and entrance into the town, and there were concerns about the impact on the junction.

#### ***Response***

- 4.75 The Masterplan sets out the proposals for the commercial area and guidance for its design to ensure an attractive business park and other commercial uses are delivered as an appropriate gateway development into the town. The Council's Core Strategy requires additional land to be identified for employment development to support both existing and future employment needs, which the Masterplan proposals support through the provision of between 9-12ha of employment land within the scheme. This location is considered to be appropriate within the development to provide a commercial area in support of the employment requirements. The uses which will be delivered in the commercial area will be dependent on the end users attracted to the development. However, the uses will be compatible with the surrounding area and, in recognition of concerns expressed, it is proposed that the Masterplan be amended to replace the reference to possible 3-5 storey development in the Business Area with one to high quality design appropriate to gateway location, and to emphasise the importance of safeguarding existing residential amenity.

### ***Support keeping the Park and Ride facility in its current location***

#### ***Overview***

- 4.76 It is evident from the responses received that there were mixed opinions of whether the Park and Ride facility should be kept in its current location, although the majority were in support, considering it to be a good location for people travelling into the town but that a possible extension to the existing facilities was needed. Those who disagreed with keeping the Park and Ride in the current location felt that it should be moved further out of town nearer the Churncote roundabout, and that the existing site should be used instead for leisure or sports activities.

### **Response**

- 4.77 The proposal is to keep the Park and Ride facility in its existing location, which is well related to the local centre and would have improved access off the new Oxon Link Road. However, the views expressed by the respondents regarding its relocation have been noted and the option to expand/enhance/reconfigure the existing facility can be considered in the detailed design of the development proposals, subject to need and demand, and linked to proposals for the local centre.

### **Overall Summary**

- 4.78 The comments received in relation to the various uses proposed in the Masterplan, which have been informed by the Development Principles, were mixed. However, it is considered that the development proposals include an appropriate mix of uses for an urban extension west of Shrewsbury including scope for the provision of community facilities as well as employment and residential development to support the vision and aims of the Core Strategy and to help to meet the needs of Shrewsbury. The businesses to come forward within each of the commercial, medical and local centre areas will be determined by the end users. However, it is intended that the development would enable the provision of community facilities in line with respondents views of the facilities required for the area.

### **Q11 What level and type of informal recreation provision should be included within the scheme?**

- 4.79 The table below identifies the main types of informal recreation which respondents felt should be included within the scheme, with the majority seeking playing fields and sports facilities:

<b>Playing Fields</b>	32
<b>Community Hall</b>	6
<b>Children's Play Areas</b>	22
<b>Sports Facilities</b>	28
<b>Parks</b>	18
<b>Swimming Pool</b>	3

### **Overview**

- 4.80 Opinions were that areas of open green space were needed for field sports and ball games, and that a significant level of open space is provided to serve the development

and due to the lack of provision to the west of Shrewsbury. Other facilities required included a country park and sports centre.

### **Response**

- 4.81 The Masterplan intends that formal children's play areas and informal open space at least in accordance with the Council's play provision standards will be provided to meet the needs arising from the development. However, it is acknowledged that a significant amount of informal open space is sought by respondents, with comments made on a lack of provision to the west of the Shrewsbury. The Masterplan proposes to provide an appropriate balance of development and open space, with the open space will be integrated and well linked within the development. It is proposed that a significant amount of amenity space north of the Oxon Link Road will be provided with scope to provide sports playing fields. The types of informal play space, as identified as a need by respondents, would be taken into account in the determination of uses with the specific recreational areas to be included in the scheme, but the Masterplan can usefully be amended to refer to standards and outline the potential areas of open space and recreation.

## **Q12 Any other comments on the design and layout of the Draft Masterplan?**

### **Overview**

- 4.82 There were many responses received regarding the Draft Masterplan proposals, many of which are dealt with in the answers to the specific questions above. Additional comments received were both positive, with people in support of the development considering the proposals to have been well thought out, and also negative, with people concerned about various aspects of the scheme. As previously stated, objections and comments in relation to the principle of the development are noted but do not assist in identifying issues requiring further consideration or in the improvement of the Draft Masterplan.
- 4.83 Some of the concerns related to how the development would enhance the area and benefit the community. There were a number of comments relating to the lack of previous consultation on the proposals with the local community. Other concerns related to accesses into the surrounding areas, the flow of traffic which would be better if the roundabouts were removed from the scheme, and an increase in traffic on local roads if the housing is to be built before the completion of the Oxon Road Link.

### **Response**

- 4.84 Whilst the concerns of respondents are acknowledged, the Masterplan indicates that the roundabouts have been proposed to provide safe access from the development and Welshpool Road onto the Oxon Link Road, with the roundabouts well-spaced providing a good flow of traffic along the Oxon Link Road. It is proposed that only Phase 1 of the development would be permitted, as a maximum, prior to the development of the Oxon

Link Road, with that phase enabling progress with planning and funding for the road and the remaining phases being delivered alongside the road's construction. However, concerns about the increase of traffic from the potential additional 400 dwellings of Phase 1 along existing roads, in particular Welshpool Road, have been noted. Any development will need to ensure that the increase of traffic on surrounding roads is managed effectively to ensure highway safety for pedestrians and vehicles is maintained. The Masterplan will be amended to emphasise that this is a key issue that needs to be addressed through the phasing of the development as a whole.

- 4.85 In relation to comments regarding a lack of previous consultation with the community about the proposals, many respondents were not aware that this site had already been identified in the Council's Core Strategy and significant consultation had already been undertaken on this leading to the principle of development being already established. It should be recognised that this is has been a Draft Masterplan, with amendments now proposed having regard to issues raised. Also, as a Masterplan it is indicative and providing guidance, and therefore detailed proposals being brought forward can have regard to comments received from the consultations. There will also be further opportunities for residents to lodge their views in relation to the proposals during the subsequent planning application processes.

### **Q13 Given what you have seen do you support the content of the Masterplan?**

Yes	No
26	90

#### **Overview**

- 4.86 Respondents were both in favour of and against the Masterplan proposals, with many of the comments and concerns being considered in the responses to the previous questions. It is evident that there was a significantly greater number of people opposed to the proposals than in support of them. However, many people were opposed to the principle of the development and the loss of the rural area, which is not an issue that can be addressed through to the Masterplan given that the location and proposed development is one of the two sustainable urban extensions for Shrewsbury that have been identified by the Council in its adopted Core Strategy. Taking this into account, there seems to be a mix of opinions in relation to the Masterplan, with relevant concerns relating to specific elements of the Masterplan, as set out in earlier sections.

#### **Response**

- 4.87 It is evident that in light of some of the concerns from respondents, particularly in relation to access, some aspects of the Masterplan need to be amended and clarified. In relation to the access and movement proposals, linkages, social infrastructure, open

space and recreation provision, and phasing and delivery further details and information is proposed to be provided in the Masterplan, while a number of amendments are proposed regarding land use areas, and layout, structure and appearance to address concerns raised.

### **Additional Responses**

- 4.88 There were a number of additional comments received via letter or email. The comments and responses to these are included at **Appendix 9**.

## 5 CONCLUSION AND RECOMMENDATIONS

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- 5.1 Whilst recognising that the majority respondents objected in principle to the proposed developments, the responses received from the consultation events were also positive about many of the aspects of the Masterplan proposals, although there were a number of negative comments and concerns raised, particularly in relation to access and infrastructure, and open space provision.
- 5.2 In light of some of the concerns raised by respondents some aspects of the Masterplan have been revisited. In relation to open space and recreation provision, further thought will be given to the specific uses which will be included in the scheme in reflection of the comments received. However, some specific amendments to the Masterplan are recommended in light of the comments received, particularly in relation to access and movement proposals, as set out below.
- 5.3 In relation to the proposed Options A and B for junctions onto the Oxon Link Road, it is proposed that the Masterplan be amended to show that the existing route through Shepherd's Lane is not the principal route between the Oxon Link Road and Welshpool Road, and to emphasize that this is the function on the new road through the development.
- 5.4 In respect of Option B and the questions as to whether traffic should be allowed to exit and egress Calcott Lane and Shepherd's Lane north of the Oxon Link Road, it is proposed to amend the Masterplan so that these additional movements are not facilitated.
- 5.5 In relation to the proposed closure of Welshpool Road to traffic east of Churncote roundabout, it is proposed that the Masterplan includes references to clarify that the two way access for pedestrians and cyclists will be retained. It will also clarify that the closure of Welshpool Road/Shepherd's Lane/Calcott Lane will occur only once the Oxon Link Road is delivered.
- 5.6 Other recommended changes are the result of on-going work and discussions with interested parties in relation to the development of the Sustainable Urban Extension. These include amendments to the Land Use Plan and Illustrative Masterplan to exclude land owned by the Severn Hospice, to indicate the scope for extension of the health and care business campus into the Oxon Caravan Park, to increase the employment area east of Little Oxon Lane (linking to Oxon Business Park), and to show scope for the local centre to expand to the rear of the existing shops with associated reconfiguration of the Park and Ride site.
- 5.7 The full list of proposed amendments is set out in the Schedule of Changes attached as **Appendix 10**.