

CENTRAL PLANNING COMMITTEE		
SCHEDULE OF ADDITIONAL LETTERS		
Date: 18 January 2018		
<p>NOTE: This schedule reports only additional letters received before 5pm on the day before committee. Any items received on the day of Committee will be reported verbally to the meeting</p>		
Item No.	Application No.	Originator:
5	17/01612/OUT	Applicants' agent and residents
<p>The agent has submitted a letter (attached) which offers a further reduction in the number of dwellings served from a single point of access off Preston Street to 225; with no more than 250 properties under construction until the London Road link is available for public use. Officers note this offer and would recommend that the Committee accept this and recommend an amended condition as follows (amendments in bold and text deleted has been struck through):</p> <p>21. No more than 225 250 dwellings shall be occupied on the development hereby approved with no more than 250 dwellings under construction unless and until the access to London Road as shown on the approved plan is completed and available to public traffic. No construction traffic access for the proposed development shall be from Preston Street once the proposed London Road access is open and available for public use.</p> <p>Reason: In the interests of highway safety and to protect the amenity of residents in the vicinity of Preston Street.</p> <p>This condition needs to be read alongside a final construction environmental management plan which would control deliveries and construction activities.</p> <p>At the time of writing, 15 additional letters have been submitted covering the following matters:</p> <ul style="list-style-type: none"> • Site should not be developed as it is countryside. Other sites should be built on. • A hybrid application should not be approved as the site will mark edge of Shrewsbury. • The new park is in the floodplain – nothing special. • Traffic – there has been a rise in local traffic generated in recent years; the link road onto London Road must be built first (residents were promised this and developer can afford to pay for it); Preston Street/ Column roundabout could not cope with additional traffic; construction traffic would harm quality of life including extra dust and noise; extra traffic would affect residents (homes on new development get soundproofing whereas existing residents would not); traffic modelling flawed and did not take account of all local factors; short term and longer term impacts locally; no tracking information for access along Portland Crescent/ Belvidere Road and Belvidere Avenue. • 250 home occupation restriction before London Road access not fair as it would allow developer to build 400 homes. The developers have not made satisfactory concessions. • Impact on social infrastructure (GPs, local schools). Developer needs to fund this. No community infrastructure proposed on site. Query whether Mereside can support the educational needs of the children from the new proposed Weir Hill estate. This option will present a hazardous journey to school for many young children. • Failures in process – developers have not met with the community; officials have said 		

untrue things about the development, approving this would be a disgrace; councillors and officers should listen to the community; many residents cannot attend afternoon Planning Committee meetings as they are at work.

- Developer should avoid rising ground rents.

The Chairman and Vice Chairman of the Weir Hill Action Group has also written to oppose the application. Their letter raises the following points:

- They support the decision to defer a decision on this application.
- The development will affect local amenity contrary to the development plan and the NPPF.
- There are discrepancies in the transport assessment (date/ time and period of count).
- There will be impacts on local residents – the application does not factor in other forms of traffic generated by the proposal.
- The construction environment management plan assumes vehicles will go up London Road which has a 7.5 tonne weight restriction.
- The proposal is remote from community facilities meaning that new residents would be likely to use the car contrary to CS Policy CS7.
- Construction traffic would exacerbate noise conditions for residents.
- The only solution is to bar all construction traffic from Preston Street and construct the link road from London Road first.

Item No.	Application No.	Originator:
6	17/04363/FUL	Local resident
<p>A Heath Farm resident has written in to object to the application. She criticises the design and access statement, visual impact assessment and preliminary ecological assessment and considers there are inaccuracies in them. The views from the right of way are the best in Shrewsbury and the South Shropshire hills.</p> <p>She considers the scheme too big and too intrusive, visible from the town centre and would generate more vehicles than the original winery application.</p> <p>She queries why the public were not made aware of the application and why no notice of the application was displayed at the bottom of Hencote Lane.</p>		