

Shropshire Council  
Planning - Central Team  
Shirehall  
Abbey Foregate  
Shrewsbury  
SY2 6ND  
**FAO Vincent Maher**

2<sup>nd</sup> February 2018

Dear Sirs

**HYBRID APPLICATION FOR A RESIDENTIAL DEVELOPMENT OF UP TO 600 DWELLINGS, ACCESS, FOOTPATHS, CYCLEWAYS, PUBLIC OPEN SPACE, LANDSCAPING AND ASSOCIATED DRAINAGE AND DEVELOPMENT INFRASTRUCTURE  
LAND AT WEIR HILL, BETWEEN PRESTON STREET AND TO THE REAR OF EXISTING PROPERTIES FRONTING LONDON ROAD, SHREWSBURY  
APPLICATION ON BEHALF OF TAYLOR WIMPEY AND PERSIMMON HOMES  
APPLICATION REFERENCE 17/01612/OUT**

Following further consideration of this application at Planning Committee on the 18<sup>th</sup> January and the decision of the Committee to again defer determination of the application, we have sought, (in response to comments made at the committee meeting), to assist Members by providing an additional Transport Technical Note to explain the difference between earlier 2009 survey data and survey data from 2015 which has been used within the submitted Transport Assessment. The note is intended to respond to the reason the Committee resolved to defer consideration of the application and to satisfy members that the Transport Assessment is robust and contains the most up to date and accurate survey data information. This Technical Note (MEC January 2018, ref AB/21643) is attached to this letter.

I would highlight that we have made arrangements for our Highway Consultants, MEC, to present at the February Planning Committee in order to further assist Members on this technical matter.

The Technical Note sits alongside our discussions about the phased delivery of the development and how some housing is proposed up to the trigger point for delivery of the London Road access, particularly as the delivery of the new London Road link has further detailed highway approvals to be granted, its physical construction together with major electrical and Openreach diversion works to be completed.

The detailed approval process has already commenced, in advance of planning determination, in order to facilitate the earliest delivery of the London Road link and with further resourcing from Shropshire Highways we are hopeful of a successful outcome in the near future.

To further assist members we have also enclosed an indicative phasing plan to demonstrate the order in which the housing and the London Road link can be delivered.

You will also be aware and I can confirm in advance of the February Planning Committee, that more meetings are taking place that will involve local Councillors and representatives from the Weir Hill Action Group as well as with the Town Council covering various issues with the aim of further clarifying the development proposals. There is also a meeting arranged with Shrewsbury College about the potential for a future pedestrian footpath link that has been included in our proposals for some time.

I trust this is of further assistance to updating Members at the February Planning Committee.

Yours faithfully



**Jason M Tait - MRTPI, Director**  
**For and on behalf of Planning Prospects Ltd**

Enc – MEC, Technical Note, January 2018

**WEIR HILL, SHREWSBURY**  
**TECHNICAL NOTE: TRAFFIC DATA COMPARISON**  
**FEBRUARY 2018**  
**REF. AB/21643**

Following consideration of this application at Planning Committee on the 18<sup>th</sup> January and the decision of the Committee to again defer determination of the application, this Technical Note has been prepared in response to comments that survey results from 2009 show a significant increase against the survey data collected in 2015 that has been included within the Transport Assessment submitted as part of the application.

In respect of traffic data queries the 2009 data solely relates to the Column Roundabout junction and is contained in Appendix E of a 2011 M-EC report entitled 'Highways and Transportation Evidence Document'. The 2015 data which covers a wider area of the highway network but includes the Column Roundabout junction is contained in Appendix I of the 2017 Transport Assessment.

The traffic flows were obtained by independent traffic consultants and not M-EC. The 2009 data was obtained by Paul Castle Consultancy and the 2015 data was obtained by Road Data Services. Both companies are professional survey organisations operating nationwide and work for developers and local authorities.

The 2009 data was collected on Tuesday 14<sup>th</sup> July 2009 with the 2015 data was collected on Tuesday 30<sup>th</sup> June 2015. The survey timings are therefore comparable in terms of the time of year, albeit June is classed as a neutral month unlike July (*Source: Webtag M1.2 paragraph 3.3.6*) due to the influence of the impending school holidays. Data was gathered across the AM and PM peak periods between 07.30 to 09.30 and 16.30 to 18.30 for both surveys. The AM and PM peak periods as presented on the summary diagrams in both reports is taken as 08.00 to 09.00 and 17.00 to 18.00.

A summary of the total junction flows at the column roundabout is outlined below:

	<b>2009</b>	<b>2015</b>	<b>Difference +/-</b>
<b>AM</b>	2,777	2,958	+181
<b>PM</b>	2,714	2,931	+217

The table above confirms that between 2009 and 2015 the total traffic flows at the junction has increased by 181 (AM) and 217 (PM) vehicles and therefore there is no indication that the data contained within the in the TA is demonstrating less traffic than in 2009.

We note from the review that there are some variances in traffic flows on all arms of the Column Roundabout junction with increases and decreases noted in 2015 when compared to 2009. However no arm shows any significant variation and it should be noted that daily traffic flows can vary by +/- 10% (*Source: Webtag M1.2*).

As well as daily variances in traffic flows changes in movements at the junction will occur due to changes in the local highway network. It should be noted that generally traffic data is only valid for 3 years and so comparing flows from 6 years previous cannot be considered robust.

In the local area there have been clear changes in the highway network which includes improvement works to the Column Roundabout (zebra crossing on Preston Street, revised parking arrangements, , improved pedestrian/cycle links along London Road to the college and major highway works (pinch point schemes) to various A5 junctions including the Emstrey Roundabout. These changes along with other highway alterations across the network and any new developments with associate infrastructure will change and influence movements.

In summary:

1. A direct comparison of the 2 data sets shows traffic flows have increased on the local highway network since collection of the 2009 data, which is as anticipated over a 6 year period between the surveys.
2. Based on the lapse in time between the surveys caution should be taken on the interpretation of the 2009 data and its validity to determine network impact from the proposed development.
3. The 2009 data was taken in July which would not normally be considered a neutral month based on guidance contained in Webtag M1.2 due to the influence of the impending school holidays.
4. Traffic flows will have changed over the 6 year period due to the changes across the local highway network which includes major highway schemes along the A5.

There is no evidence to support the view that traffic data contained in the submitted Transport Assessment is not robust. The Transport Assessment has been prepared in accordance with the National Planning Policy Framework (NPPF) and Planning Policy Guidance (PPG) and has been fully discussed and scoped with Shropshire Council and Highways England and all relevant correspondence is included in Appendix C and D of the submitted Transport Assessment. It is noted neither authority has an objection to the development proposal.

Prepared By:



Alexander Bennett BSc(Hons) MCIHT  
**Director**



residential development at weir hill, shrewsbury

KEY:

PLOT COMPLETIONS  
(ASSUMING 100 DWELLINGS PER YEAR)

- 150 DWELLINGS - 18 MONTHS
- 225 DWELLINGS - 27 MONTHS

LINK TO LONDON ROAD:

- A-B SUBJECT TO RESERVED MATTERS APPLICATION.  
13 WEEKS.
- EXISTING OVERHEAD CABLES TO BE DIVERTED.  
10 MONTHS PROGRAMME.
- A-C CONSTRUCTION OF ACCESS ROAD.  
6 MONTHS PROGRAMME INCLUDING SERVICE  
DIVERSIONS AT LONDON ROAD JUNCTION

NOTE: NO ALLOWANCE HAS BEEN MADE  
WITHIN THE TIMINGS FOR UNEXPECTED  
DELAYS.

london road delivery &  
phasing plan