

Question from Graham Betts

Shropshire Councils reply to a public question made by Mr Lemon at the Cabinet Meeting in January 2019 stated that speed tables had been constructed on Red Deer Road in Shrewsbury. This construction would have been compliant with the Councils policy specification for estate roads in residential areas and the HMG Manual for Streets. This statement is demonstrably untrue. The speed tables were not constructed in any form, and Red Deer Road does not comply with the Councils policy specification. Will the Council retract that untrue statement, amend the public record and state why they failed to comply with their policy specification on this development by manipulating the developers original compliant design?

Response from Councillor Ed Potter, Portfolio Holder for Economic Growth, Regeneration & Planning

As previously stated in response to Mr Lemons original question on the 16th January 2019 and his subsequent follow up question regarding the same matter at the Cabinet meeting held 4th March 2020, Shropshire Council considers that the Development does comply with the Councils policy specification and the design is compliant with current standards. In response to concerns raised by residents, the Developer, Barratt Homes were requested by Shropshire Council to undertake a Stage 3 Road Safety Audit of the development this included the junction of Red Deer Road/Crossbill Road. The Safety Audit did not raise any safety concerns with regard to vehicle speeds or the construction of the plateaus. The variation of the details at this junction have also been subject to a review by the Local Government Ombudsman, and found to be acceptable. On this basis, Shropshire Council will not be retracting any previous statements made with regard to this matter.

Question from Anita Rose

The development of the Local Plan Partial Review, developed over the past four years, is on your agenda today.

I am concerned that, whilst there has apparently been cross-border consultation between Shropshire Council, and its neighbouring planning authorities there seems to have been little at parish council level.

The village of Burford borders Tenbury Wells but is separated from it by the River Teme and appears to have been left out of the loop in these discussions. Burford is posted to receive an additional 190 houses over the plan period, where most of the town's services lie across the river in Tenbury Wells which is in Worcestershire. Tenbury itself will experience growth and the two communities had been working together on a Neighbourhood Development Plan in recent years.

Many residents are concerned about the pressure on the local infrastructure - including the narrow river bridge that carries the A4112. It has been suggested that developer contributions arising from housing growth in Shropshire should be passed to Tenbury Wells and its senior authorities to fund services across the boundary.

This a matter of concern to many, especially since Shropshire Council is short of money.

Is the portfolio holder satisfied that those communities that border neighbouring authorities, mostly a considerable geographical distance from the decision-making centre of Shrewsbury, have been sufficiently engaged by the Council in the various stages of consultation?

Response from Councillor Ed Potter, Portfolio Holder for Economic Growth, Regeneration & Planning

The Council has engaged fully with every Parish and Town Council in Shropshire, and those directly adjoining Shropshire, throughout the preparation of the Local Plan Review since 2017, including Burford Parish Council and Tenbury Wells Town Council. This has included six separate consultations between 2017 and 2021. All comments received as part of these consultations have been given very careful consideration by the Council in developing the Plan.

The cross boundary use of services and facilities Burford and Tenbury Wells has been recognised in the Council's assessment of suitability for Burford to be considered as a Community Hub in the draft Local Plan. This has been recognised in cross boundary discussions with Malvern Hills District Council. These discussions have recognised the potential additional pressure development in Burford could place on the services and facilities in Tenbury Wells, although it is considered appropriate for these detailed issues to be considered as part of any future planning applications in the area. To further support this, the Council is proposing minor modifications to the Local Plan, before Council today in appendix 3 to the item 7 on the agenda, to include additional text to the developer guidelines for the proposed site allocations in Burford to read...

"The designation of Burford and the scale of the proposed housing development reflects the additional service provision in the adjacent town of Tenbury. Consequently, where development in Burford is required to make a contribution towards sustaining key local services, this might also include services located in Tenbury".

Question from David Cooper

Shropshire Local Plan – Bridgnorth Development Options.

Question: At the Cabinet meeting on 7th December 2020, which considered the issue of proceeding to a Regulation 19 consultation for the draft Local Plan, it was reported that the Council was undertaking a further assessment of the highways impact of the proposals for Bridgnorth with conclusions expected early in 2021. A report from WSP has now been included in the documentation for this meeting as Appendix 4a to agenda item 7. Many people locally are concerned about whether Bridgnorth's infrastructure would be adequate to cope with the impact of the proposed level of future development in the area, and transport issues are a major point of concern. It's not clear from the report presented whether the assessments

have taken account of the traffic impact of the existing site allocations under SAMDev being developed, can you clarify whether the local road network would be able to cope with the volume of traffic if both the outstanding SAMDev allocations and either of the competing Garden Village proposals were developed by 2038?

Response from Councillor Ed Potter, Portfolio Holder for Economic Growth, Regeneration & Planning

The Initial Strategic Highway Review of the two potential 'Garden Village' sites promoted in Bridgnorth, produced by WSP on behalf of Shropshire Council, provides an independent review of the highway assessments submitted by the promoters of these two sites as part of their site specific promotions. The baseline data of the Review therefore reflects the highways assessments submitted by the site promoters, and provides a critical and independent review of the assumptions on residential and employment trip generation, trip distribution and local highway capacity. This Review is considered to provide a proportionate evidence base, responding to the issues raised through the consultation process, and in no way replaces more detailed highway impact assessment work required as part of any future master-planning exercise or planning application process.

When assessing highway capacity the Council must work within the parameters of the National Planning Policy Framework and to general agreed approaches to Transport Assessments which reflect the level of information known at the time. Ultimately, the Review concludes that *"the development of either site at Tasley or Stanmore would result in impacts at junctions in future years. Further work would be required to identify appropriate mitigation to minimise residual cumulative impact in the future assessment year, although from the initial review of survey data and modelling it is considered that the level of mitigation needed would be of a level that either scheme could implement given the scale and quantum of development proposed."* We would note that draft Policy DP25 of the Draft Shropshire Local Plan addresses infrastructure provision, and states that *"New development should only take place where there is sufficient existing infrastructure capacity available. Where a new development would lead to a shortfall in infrastructure provision, the development will be required to fund necessary improvements through a suitable developer contribution, unless the identified shortfall is being addressed by other means."* Furthermore, draft site guidelines for proposed allocation BRD030: Tasley Garden Village include *"Any necessary improvements to the A458 Ludlow Road roundabout, the wider highway network and associated infrastructure will be undertaken, informed by Strategic and Local Highway Transport Assessments."* They also include a requirement to prepare a Supplementary Planning Document (SPD), incorporating a vision, design code and masterplan. This SPD process and any subsequent planning application process, would allow for further detailed consideration of such issues as highway impact and mitigation.