

PLANNING COMMITTEE

SCHEDULE OF ADDITIONAL LETTERS

Date: May 2nd 2023

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

Item No.	Application No.	Originator:
5	22/03877/FUL Hazledine Way	SC Drainage

The Committee report sets out the initial comments that were made by the Council's Drainage team on this application. In their comments, they noted that outline drainage details had been submitted and that further information should be provided at application stage. The applicant has now submitted additional drainage information, and in response to this the Council's Drainage team have recommended that a condition is imposed to require that development does not take place until a scheme of surface and foul water drainage has been submitted to and approved in writing by the Local Planning Authority.

The Drainage team have also offered the following further advice

- Hydraulic design of porous paving must be in accordance with Interpave guidance and submitted for approval
- Full details of foul or surface water outfalls should be submitted for approval
- Full attenuation and simulation calculations for all storms up to the 1 % AEP plus 40% must be submitted for approval
- Details of the pipe system to convey surface water to the attenuation tanks should be amended
- A contoured exceedance route plan must be submitted for approval demonstrating that exceedance flows will not result in the flooding of property or contribute to flooding outside of the development site
- The specific proposed maintenance regime for the drainage systems proposed, including details of who will take responsibility, must be submitted for approval.

Item No.	Application No.	Originator:
5	22/03877/FUL Hazledine Way	Case Officer

In order to facilitate the phasing of the development it is recommended that proposed conditions 7 and 16 are amended to read:

7.(a) Prior to the commencement of development of the retail, leisure and drive-through facilities for each phase, full engineering details of the egress onto Hazledine Way, and the Oteley Road slip road accesses and egress and the pedestrian and cycle access at the western side of the site shall be submitted to and approved in writing by the Local Planning Authority. The retail, leisure and drive-through facilities development hereby permitted shall not be first brought into use or opened to trading until the Oteley Road slip road access, and Hazledine egress and the pedestrian and cycle access for the retail, leisure and drive-through facilities has been constructed fully in accordance with the approved scheme.

(b) Prior to the commencement of development of the Care Home, full engineering details of the Oteley Road slip road access and egress shall be submitted to and approved in writing by the Local Planning Authority. The Care Home shall not be occupied until the approved Oteley Road access and egress for Care Home has been constructed fully in accordance with the approved scheme.

Reason: To provide adequate means of access and egress from the site and in the interest of highway safety.

16. All trees which are to be retained in accordance with the approved plan shall be protected in accordance with the submitted Tree Protection Plan drawing number Arbtech TPP 01 and Method Statement, and in accordance with BS 5837: 2012 "Trees in relation to Design, Demolition and Construction recommendations for tree protection". The protective fence and temporary ground protection shall be erected prior to commencing any approved development related activities on site for each phase, including ground levelling, site preparation or construction. The fence shall be maintained throughout the duration of the development for each phase and be moved or removed only with the prior approval of the LPA.

Reason: To safeguard the amenities of the local area by protecting trees.

Item No.	Application No.	Originator:
5	22/03877/FUL Hazledine Way	Public representation

An objection has been received from a member of the public on the following grounds:

- Incompatibility of mix of retail and fast food development with a care home on the same small site
- Retail and fast food developments will draw more traffic to the Meole Brace roundabout, which is already frequently overloaded with queues and stationary traffic
- The needs of the local population have not been assessed, there isn't a need for a third fast food site so close to the Meole Brace Retail Park and the A5 'Dobbies' roundabout services; no need for another care home needed since there are two others on the Oteley Road
- Instead leisure and recreational facilities for young people are needed
- Need for better, safer access to and around the Meole Brace roundabout for pedestrians and cyclists is needed
- The walking and cycle paths for children and parents going down the Oteley Road to get to the primary and secondary schools will be disrupted and their use made more difficult by the wide vehicle entrances to the site
- The exit onto Hazeldine Way is unsuitable for cyclists and pedestrians and is onto a road with a speed limit of 50mph where drivers of oncoming vehicles are focussed on the Meole Brace roundabout, its signage and their lane selection to navigate the roundabout. To prevent a right turn at this exit a central kerbed island is proposed on Hazeldine Way, which despite the danger is likely to encourage pedestrians and cyclists to cross there
- The Traffic Assessment is based upon data collected on one weekday in early April 2022 and is unrepresentative of the higher traffic flows experienced in summer, at weekends and at holiday times. Nor does it take into account the increase in traffic flow at the roundabout that will result from residential development 22/05051/FUL of 150 homes adjacent to the Meole Brace Retail Park
- There will be a loss of trees and shrubs at the western (roundabout) end of the site that provides screening of the site and is valuable for wildlife.'
- The site is close to and is important to the Rea Brook Valley Local Nature Reserve
- The local need for leisure and recreational facilities, and for better, safer access to and around the Meole Brace roundabout for pedestrians and cyclists can be met without developing this site.

Item No.	Application No.	Originator:
5	22/03877/FUL Hazledine Way	Applicant
<p>The following statement has been submitted by Avery Healthcare, the joint applicant.</p> <p>This statement is by Avery Healthcare, the future operator of the proposed care home.</p> <p>The new home at Hazeldine Way will be registered with the Care Quality Commission (CQC) and will enhance care services for the frail elderly within the local area. The home will meet a range of residential, nursing and dementia care needs. All bedrooms will have en-suite wetroom facilities and the home will include extensive care and support facilities as well as large communal gardens.</p> <p>The planning benefits of the proposal include:</p> <ul style="list-style-type: none"> (i) Meeting a 'critical' need for care home provision in the local area, including the provision of specialist dementia care. Policy CS11 supports specialist accommodation for older people in appropriate locations and this need is reaffirmed in the SHMA. Within the Plan period there is forecast 53% increase in the older person population in Shropshire, an 80% increase in the number of people with dementia and a 91% increase in people living in a care home. This translates to a requirement for over 2,500 additional units of residential care provision by 2038. On top of this, much of the existing provision in Shrewsbury comprises dated, accommodation which is not fit for purpose. (ii) Supporting the well-being and quality of life of individual residents through a high-quality, purpose-built facility. (iii) Providing specialist and dedicated in-house care and support, thereby reducing the frequency in which residents (who might have previously lived alone) call on local healthcare services. (iv) Boosting housing delivery on a sustainable site that will reduce the reliance on windfall land and the release of less sustainable greenfield sites. (v) Freeing up other sectors of the housing market by releasing much-needed family housing accommodation as residents move into the care home. (vi) Supporting economic growth in the local area through the provision of approximately 70 FTE jobs during construction and up to 80 FTE jobs for local people once operational. (vii) Promoting community interaction through the shared use of the communal spaces within the care home, thereby encouraging inter-generational interaction and activity. <p>The site is in a highly accessible location for the care home, within the development boundary of the sub-regional centre of Shrewsbury and with access to public transport.</p> <p>As concluded by your officers, the scheme will present a contemporary design with an attractive appearance, appropriate to its local context and its gateway location. The articulation of the elevations and the varied materials palette will provide visual interest and reduce the overall massing.</p> <p>The layout and orientation will provide a sense of spaciousness to the boundaries and will respect amenity interests, with the back of house functions positioned closest to the proposed commercial units. The bedrooms and communal areas will look onto surrounding open space and planting (including 45 new trees) and the size of the gardens is generous providing a range of amenities and landscaped areas for residents (significantly above the local authority open space requirements). The garden areas also provide scope for biodiversity enhancements and the implementation of sustainable drainage.</p> <p>The access and parking arrangements are supported by the highways officer and the provision of 38 car parking spaces is generous in this sustainable location. No residents</p>		

will own cars and we envisage that up to 25 staff will be on site at any one time. The care home will be a low traffic generator and a travel plan has been prepared to promote non-car travel.

We welcome your officer's positive recommendation and hope you will be able to approve this application.

Item No.	Application No.	Originator:
5	22/03877/FUL	Local Member (adjacent Ward – Meole)

The Local Member for the adjacent Ward of Meole, Cllr Bentick has objected to the proposed development on the following grounds:

Pitch and Putt Facilities

This land was used for over 30 years as the only municipal Pitch & Putt area in Shropshire, attached to Shropshire's only municipal Golf course, which is well frequented by local residents, including nearby Meole Estate, which is among the 20% most deprived communities in England. Indeed, Meole Estate's young people are among the 10% most deprived, according to Census Data (2011 and 2021).

The decision to regard the land as surplus to need was taken without adequate consultation of local residents and the golfing community and against the wishes of Shrewsbury Town Council. It is a part of a bio-diverse habitat comprising The Rea Brook Conservation Area and Meole Golf Course. The land should be returned to municipal Golfing use for Pitch and Putt facilities.

South Shrewsbury is poorly served for community leisure and sports facilities and activities and the decision for the proposed sale of this land should be reversed.

Proposed Care Home Development

There is currently no pressing need for additional Care Home beds, partly as Shropshire Council has a Policy of preferentially caring for people in their own homes. According to the CQC register on 3rd January 2023, there were a total of 3572 registered beds in 118 Care Homes in Shropshire and on 9th January 2023, there was good availability of vacant beds across all bed types. 3 Care Homes opened in January and February 2023, adding 200 new beds. There are 2 new Care Homes due to open on Oteley Road, a stone's throw away from Hazeldine Way: all information from Tanya Miles, Executive Director of People on 11th January 2023.

The main issue in Care Homes is poor pay and working conditions for staff, resulting in 248 beds across Shropshire being closed at the start of 2023, principally for staffing reasons. The proposed Care Home within this proposed development should be refused.

Mixed retail, fast food and Care Home premises on the same site

This combination of premises is incompatible and all will substantially increase traffic at Meole Brace roundabout, which is already frequently overloaded, resulting in long queues along all feeder roads at busy times at present.

Overall Traffic Flow

The Traffic Assessment is based upon data collected on one weekday in early April 2022 and is unrepresentative. It does not reflect the high traffic flow at Meole Brace roundabout at peak times, including weekends and holidays. The impact of the proposed housing development of 150 new houses adjacent to Meole Retail Park has not been considered: 22/05051/FUL

Needs of local residents and children and students travelling to the Education Quarter of South Shrewsbury

The principal needs of local residents have not been considered and are for increased leisure and recreational facilities and activities for young people and additionally for safe active travel facilities: this proposed development directly conflicts with those needs.

The current and proposed Active Travel infrastructure along all routes to and from Meole Brace roundabout will be adversely affected, if not completely disrupted, by this development. 2350 children and students and their parents travel through the South Shrewsbury Education Quarter every day.

There are an average of 3 traffic collisions involving children and students on the roads approaching Meole's 3 schools every term: safety is likely to be further compromised by this development, not the least from the proposed exit onto Hazeldine Way, which is unsuitable for pedestrians and cyclists, having a speed limit of 50 mph and inadequate separation of active travellers from vehicles.

Surface Water and Foul Drainage

A cursory report from Nolan Associates, has concluded that there are no adopted sewers in the immediate area. No solution for this deficit was declared.

The Shropshire Water Cycle Report 2020 (SWCR 2020) rated Shrewsbury as RED with regard to sewerage capacity, with the need for urgent engagement of Shropshire Council with Severn Trent Water Company to resolve the issues. No Document from this engagement has been published.

Severn Trent Water Company (STWC Ltd) has not made public their strategic or detailed plans for improvements to Sewage Treatment Works (STWs) or Combined Storm/Sewage Overflows (CSO) in Shrewsbury and there are no documents in this Planning Application detailing how increased surface water and foul drainage will be connected to the sewerage system or how the already overloaded system will cope with the increased volume caused by this development.

The SWCR 2020 called for active engagement of Shropshire Council with STW to resolve existing issues, as well as proposed developments and there are no declared documents detailing the outcome of this engagement.

Meanwhile, in 2022, including a relatively dry summer, there were 794 mostly dry weather (illegal) spills for 8800 hours from STWs and CSOs into the Rea Brook and River Severn in the Shrewsbury area, including 1267 hours at Monkmoor STW, 1360 hours at Greyfriars Bridge and 2592 hours at the Radbrook CSO. Only 1.3% of spills are due to extreme weather conditions.

In 2021, a more representative year, there were 1559 spills for a total of 23,293 hours (almost 1000 days) into The Rea Brook and River Severn in the Shrewsbury area, with no improvements declared by STWC Ltd over those 2 years or for 2023. These figures included spills from Monkmoor STW for 4110 hours, Greyfriars Bridge CSO for 2132 hours and Radbrook CSO for 3479 hours.

Comprehensive Documents from STWC Ltd and Shropshire Council should be published on the strategic and detailed plans to cope with both the current inadequate capacity of the Sewerage System in the Shrewsbury (and Shropshire) area and how the increased demands from new developments will be met, before this and any other large

development in Shrewsbury and Shropshire receives Planning Consent. Additionally, any proposed development must align with Active Travel Strategies.

Accordingly, I strongly object to this Planning Application and urge The Planning to refuse Planning Consent.

Response from Case Officer:

Pitch and Putt facilities

The issues raised are discussed in sections 6.1.4-6.1.6 of the Committee Report.

Proposed Care Home development

Issues relating to the need for care homes, these issues are discussed in sections 6.1.2-6.1.3 and sections 6.1.7-6.1.8 of the Committee Report. With regard to the need for specialist housing (including Care Homes), Members should note that the Strategic Housing Market Assessment (SHMA) Part 2 includes an assessment of the need for specialist housing in Shropshire and does identify a need for additional Care Home provision over the period to 2038. Given that this site is located within the development boundary for Shrewsbury, it is considered that a Care Home in this location can contribute to meeting the longer term needs of Shropshire.

Mixed retail, fast food and Care Home premises on the same site; overall traffic flow; needs of local residents and children and students travelling to the Education Quarter of South Shrewsbury

Matters relating to traffic impacts and infrastructure are discussed in section 6.5 of the Committee Report. A Framework Travel Plan has been submitted and it is recommended that, if permission is granted, this is subject to a condition to require the submission of a Travel Plan for approval and implementation.

Surface Water and Foul Drainage

Matters relating to surface and foul water drainage are discussed in section 6.7 of the Committee Report. The applicant has provided the response of Severn Trent Water in response to enquiries made on the drainage infrastructure in the area. No adverse comments have been received. Outline details of drainage proposals have been submitted with the application and the Council's Flood and Water Management team have raised no objections but have recommended that detailed plans are submitted for approval as part of a planning condition.