

## **Planning Application 21/00233/OUT – Proposed development land to the south of Meole Brace Retail Park, Shrewsbury, Shropshire**

Bayston Hill Parish Council (BHPC) – Planning Committee met on Monday 8<sup>th</sup> February 2021 and considered this application. It was noted this represents a re-submission of an application for outline planning consent submitted in 2019. That particular application was refused. Our council members agreed to restate the reasons why they **OBJECT** to this housing development proposal.

The grounds for refusal are of **unsustainability** and **traffic impacts** are its main concern with due regard for the archaeological significance of the site to also be properly taken into account.

**Traffic impacts** – the concern with the impact of the proposed new access on the functionality of the existing junction with Pulley Lane and the difficulties this would create for residents of Bayston Hill. It is appreciated that the developers have revised the proposed site access onto Hereford Road by widening the road to allow for keeping the current waiting lane to access Pulley Lane off Hereford Road. Members would suggest a further improvement being the addition of traffic signalling for the Pulley Lane junction which is in synchronisation with Dobbies Island (A5/A49) signalling and their new site junction off Hereford Road (also drafted to be light signalled).

**Unsustainability of the site** - currently site is designated as Open Countryside for planning purposes and proposals should therefore be compliant with Core Strategy CS5 Development in Countryside and Green Belt. This permits development on appropriate sites '*where they improve the sustainability of rural communities by bringing local economic and community benefits*'. The proposals fail to demonstrate improved sustainability and are likely to have a detrimental impact on Bayston Hill. It is appreciated that the development boundary for Shrewsbury Town in the draft Local Plan 2016-2038 is to be amended to incorporate this site but members back the stance taken up until now for the Local Plan to be fully adopted before planning applications are decided upon. BHPC made representations at the Regulation 18 consultation to not alter the development boundary.

The attached appendix provides additional commentary submitted at the time of the earlier 2019 application.

We thank the applicants for engaging with BHPC to keep us informed of the planning application being submitted.



Shaun Jones  
Locum Clerk to Bayston Hill Parish Council

## APPENDIX

Further detail on both concerns re-stated from the 2019 application previously submitted :-

**Traffic impacts** - The developer proposes a new access for the Park and Ride to the north of Pulley Lane permitting a right turn onto and off of the A5112 Hereford Road into the site. This would be used not only for the residents but by the Park and Ride bus service and all of the Park and Ride users including the football supporters who have permission to park on the site during match days.

The developer contends that the proposed access will improve traffic egress from the Park and Ride by allowing up to 460 vehicles to leave the site in a 30 minute period. This presupposes that the A5112 Hereford Road has the capacity to receive the vehicles at this rate and assumes there will be a majority wishing to turn left towards the A5 roundabout. Paragraph 4.10.27 of the Transport Assessment makes an assumption that all vehicles using the Park and Ride travel from the south of the development and will consequently turn left upon leaving. This is not a reasonable assumption for football supporters or shoppers, many of which are travelling from within the town.

Bayston Hill is unusual in that it has only two points of access, Hereford Road and Pulley Lane and is consequently extremely sensitive to congestion on either route. When the A5 roundabout is clogged up both residents and north/south through traffic divert through Pulley Lane to avoid delays. Even during normal conditions, Pulley Lane is a very busy road and is already subject to peak hour queuing.

The Traffic Assessment seeks to account for traffic growth from committed development schemes (paragraph 4.8.4) but there appears to be no acknowledgement of the additional vehicle movements likely to be generated by the 55-60 houses recently approved in outline at the Oakland/Glebeland development in Bayston Hill, many of which will use either Pulley Lane or Hereford Road on a daily basis.

The Highways Agency has a long term plan to create a grade separated junction at the A49/A5 roundabout, potentially elevating the A49 over the A5 and re-joining close to the Pulley Lane junction. These works could significantly increase traffic speeds and flows along Hereford Road which will make turning right across the A5112 even more difficult and requiring the full length of the filter lanes.

Even without a grade separated junction, vehicles attempting to exit Pulley Lane and turn right into the Park and Ride will have a very short window to cross two lanes of fast moving northbound traffic. If the northbound filter is full these vehicles will be unable to pull off the main carriageway and will be forced to continue on to the roundabout and double back in order to access the Park and Ride. Having passed the junction, many drivers will be tempted to continue into the town centre instead of using the bus service.

### **Sustainability**

The Council is concerned that the site is poorly situated for residential development due to the excessive noise and air pollution generated by the railway and Hereford Road which will have a detrimental effect on future residents.

The developer has recognised the likelihood that residents and football supporters will access the retail park on foot but the pedestrian provision beyond the proposed access (the existing road) is extremely poor.

Parents faced with the need to cross 5 lanes of traffic to walk to Meole schools are likely to drive, increasing congestion and pollution. Children travelling to Oakmeadow School in Bayston Hill are even more likely to travel by car, increasing the parking issues already experienced around the school.

### **School capacity**

The developer proposes 150 houses which would be expected to generate approximately 31 children of primary school age and 22 secondary pupils. There is currently no clear plan to accommodate these additional children. The requirement for a S106 contribution does not in itself resolve the capacity and the fact the site can be delivered at an early stage in the plan gives very little time to resolve this problem. Shropshire Council has identified that these numbers would exceed the planned school capacity in the vicinity so additional places would have to be created at nearby schools or pupils will be forced to travel considerable distances. Any existing capacity at Oakmeadow School is likely to be reduced as a result of the development at the Oakand/Glebeland site which already has outline planning permission. Shropshire Council has allocated Bayston Hill to grow by up to 200 houses in the next 20 years and these additional pupils will also need to be accommodated locally.

### **Public Open Space Provision**

The developer has given a commitment to submit a compliant proposal delivering 30m<sup>2</sup> of useable public open space per bedroom. The distribution of public open space in the current indicative design does not make good use of the open space which is predominantly narrow strips of land around the boundary of the site with only a single area large enough for a children's play area. The open spaces on the peripheries of the site are likely to become overgrown and attract anti-social behaviour as they are not overlooked by housing. This is particularly true of the north east corner of the site behind the Pets at Home building.