

Atcham Parish Council
Atcham
Shrewsbury
Shropshire

By email: clerk@atchamparishcouncil.gov.uk

Date: 22/06/2026

Dear Alison,

Following the Parish Council (PC) meeting of 4th June, we are grateful for the opportunity to provide further clarification on some of the queries raised by the council and attendees during the meeting. Please find our responses to the key questions raised below.

- *Will the community facilities be exclusive to the site's occupants?*

No. The intention is to make the facilities available to the wider community. The details of how that will be managed are to be agreed at a later stage.

- *How will the allotments be managed?*

The allotments will be managed by the management company. Details to be confirmed.

- *How will security of the site be operated?*

The security within the site will remain largely the same as the current setup with a security barrier in place at a suitable position.

- *How will the private GP operate on site?*

The GP will be brought forward in partnership with an existing provider. Details to be confirmed.

- *Will there be a service charge?*

There will be a service charge to occupants.

- *Will the modular dwellings be leasehold or freehold?*

Not confirmed at this stage.

- *Samples of the modular units.*

The modular units themselves have not been constructed yet, therefore there are no physical examples ready to view. We have prepared detailed CGIs of the individual units, which help to provide an indication of their appearance and quality. We also have some materials samples for your viewing at the next meeting which should indicate the quality of the product.

- *Are solar panels able to be installed?*

Yes. Solar panels will be available to install on all units.

- *Have we done market research to demonstrate the need/demand for over 55s dwellings?*

The application is accompanied by a robust needs assessment prepared by Stantec that provides an assessment of the local requirements for over 55's housing. It is considered that this is sufficient evidence to demonstrate that there is a clear need and demand for over 55's housing in Shrewsbury and Shropshire.

- *Is there any way that visitors/occupants will be regulated for the over 55s dwellings?*

This is something that Shropshire Council will likely seek to control through a suitable Section 106 legal agreement. In the recent permission granted at appeal at Hencote for a Class C2 care community, the S106 agreement closely controlled "Permitted Guests" and the time period within which they could stay within the site. It is anticipated that a similar sort of restriction would be placed upon our application should it be approved.

- *How much traffic movement will the development generate on top of the existing?*

The projected traffic generation can be found in Chapter 5 of the Transport Assessment. It is projected that the development would generate up to 706 daily two-way vehicle trips on an average weekday, with 38 within the typical AM peak hour and 43 during the typical PM peak hour.

- *Bus service improvements? Existing service issues?*

The existing bus service is assessed in Chapter 3.4 of the Transport Assessment. Given the close proximity of existing bus stops to the site, together with the frequency of services available, the provision of public transport in this location is considered to be appropriate to support the proposed development. Whether contributions to improvements to the bus service will be required is something that SC would control.

- *Will the internal roads be adopted by SC Highways?*

The internal road network will be constructed to adoptable standards; however, it will remain under private ownership and management.

- *At what stage will the roundabout come forward?*

The junction capacity assessment presented in Chapter 7 of the Transport Assessment demonstrates that the existing access junction is capable of operating within capacity, even with all proposed development traffic assigned to it under a worst-case scenario. The timing for bringing the roundabout into operation will be discussed and agreed with the Highway Authority, ensuring that it is implemented at a point where it is required to maintain efficient traffic flow and mitigate any emerging operational constraints at the existing access.

- *Existing T-junction to remain? New speed restriction?*

The existing T-junction is proposed to remain to provide access to the Salop site. The junction capacity assessment has been undertaken using a deliberately conservative, worst-case scenario in which all proposed development traffic has been applied independently to both the existing T-junction and the proposed roundabout.

The results demonstrate that, even under these stringent assumptions, both junctions continue to operate within acceptable capacity thresholds. There is no evidence of significant congestion, excessive queueing, or operational failure in either the forecast assessment year or peak periods.

The retention of both junctions in close proximity has been considered within the modelling and indicates no material adverse interaction between the two junctions, with sufficient spatial separation to ensure that queues do not conflict. There is no evidence of blocking back or interdependency that would undermine the highway network performance.

The proposed roundabout junction will naturally reduce speeds on approaches to the site. Formal speed restrictions will be assessed following road safety audits and agreed with the local highway authority.

- *How will the sewage be dealt with?*
- *Drainage strategy?*
- *How will we connect to mains under the A5? Any disruption to traffic?*

The proposed development will be served by a new adoptable foul and surface water drainage system. The foul sewer will be conveyed via gravity from the west to the east of the site, then pumped from the eastern extent of the site north up Emstrey Bank and connect to the nearest suitable Severn Trent Water foul sewer located on Thieves Lane. This will require a short crossing beneath the A5, and to minimise disruption to the strategic road network, it is anticipated that this section of sewer will be installed using trenchless techniques, such as directional drilling, thereby avoiding the need for open-cut excavation and maintaining traffic flow during construction.

The surface water drainage strategy will incorporate sustainable drainage techniques in the form of infiltration basins and underground soakaways. These measures will facilitate on-site attenuation and discharge via infiltration to ground, in accordance with prevailing SuDS guidance and best practice.

- *What level of jobs will be created on the site once delivered, in addition to present use?*

The Planning Statement indicates that around 100 full-time equivalent jobs will be created by the proposed development. We stand by this estimation, which includes jobs created in the construction of the development, not just on-site, but through the supply chain. Nonetheless, the proposed care home itself will generate a significant level of employment.

- *Should permission be granted, when will the site be delivered?*

Should permission be granted, it is anticipated that the site could be delivered in between 3–5 years. It is hoped that permission will be granted later this year.

- *Will street lamps be provided on the site?*

It is not intended to provide the development with standard street lighting. Instead, high quality, low-level lighting will be proposed, that respects the rural location of the site.

Conclusion

We trust that the above responses to queries raised at the meeting are useful and that they provide some clarity to the parish council and parishioners in relation to the proposed development. We would be happy to provide further clarification on the points if required at this stage.

Yours sincerely



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