

Consultation Response – Brett Thompson – Resident

Question 1: Which Main Modification does this comment relate to?

MM069

Question 2: Do you consider that this Main Modification is:

None of the above

Question 3: Please give details of why you consider this Main Modification is not legally compliant and/or unsound. Please be as precise as possible.

I believe that the modifications are not sound due to the Humber Lane estate will not be able to provide a sustainable travel network to the rest of SC2 the road can safely accommodate 800 new homes due to it not being able to be widened in places, sharp bends and small bridges going over crow brook and humber brook. The statement that the design of the site will encourage travel by walking and cycling is unsound due to the second proposed entrance on Humber Lane having no path along the entrance or the rest of the new proposed site. This therefore will make it impossible to make Humber Lane part of the sustainable travel network throughout sc2.

Question 4: Please set out what change(s) you consider necessary to make the main modification legally compliant and/or sound, having regard to the test you have identified above where this relates to soundness.

The opening paragraph should read the Land is OUTSIDE the built up area of north eastern Telford and within the Rural Greenbelt. The Humber Lane estate is proposing LAND for a primary school and nothing else. Who will be funding and building the school if 800 houses are built. Wellington Road will not have vehicular access and during and after completion of the proposed sustainable community, I also propose this should be granted for Humber Lane due to the unsuitable road dynamics for HGVs and construction traffic and also the four cottages at the start of Humber Lane which have been registered for Buildings of Local Interest. These cottages have no structural foundation and risk being severely damaged by 10 years of construction traffic. The third paragraph shouldn't state the site is well connected to sustainable travel routes as Humber Lane only has a small path at the start of the lane which is unsuitable for wheelchair users and prams due to not being looked after. The lane is unsafe for cyclists as and pedestrians as there is no other provision for sustainable travel. This can also be extended to the 4th paragraph as the proposed Humber Lane development will not have safe pedestrian and cycle access to the second entrance on Humber Lane.

Question 5: Do you have any comments on the Integrated Assessment Report Addendum, in respect to this particular Main Modification? Please provide them in the box below.

n/a

Question 6: Do you have any comments on a Proposed Revision to the Policies Map? Please provide them in the box below.

n/a

Question 7: Do you have any comments on one of the Councils Additional Modifications? Please provide them in the box below.

n/a