



Date: Tuesday, 7 July 2015

Time: 2.00 pm

Venue: Shrewsbury/Oswestry Room, Shirehall, Abbey Foregate, Shrewsbury, Shropshire, SY2 6ND

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NORTH PLANNING COMMITTEE

TO FOLLOW REPORT (S)

12 Date of the Next Meeting (Pages 1 - 4)

To note that the next meeting of the North Planning Committee will be held at 2.00 pm on Tuesday, 4th August 2015, in the Shrewsbury/Oswestry Room, Shirehall, Shrewsbury.

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NORTH PLANNING COMMITTEE		
SCHEDULE OF ADDITIONAL LETTERS		
Date: 7 th July 2015		
<p>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</p>		
Item No.	Application No:	Originator:
5	14/03946/FUL (solar panels, Rhosygadfa)	Objector
<p>One further objection has been received raising the following concerns: This is still a VERY BIG project even after the changes made and the effect on local residents is considerable. It will, without doubt, be a blot on the landscape and be seen from many locations several miles away. It is industrialisation of good farmland on a HUGE scale. The development is considered to be temporary (25 years), but there is no condition declared that the use of the site will NOT be renewed or extended beyond this time for Solar Energy production.</p> <p>It is accepted that Solar Energy will play a part in the future and EVERY effort must be made to locate on suitable sites. The site at Rhosygadfa MUST be considered a <u>greenfield</u> site and should NOT be considered for Solar Energy production. It is far more sensible to encourage installations on <u>brownfield</u> sites as well as on NEW and existing buildings. Schools, Care Homes, Public buildings, industry and residents will ALL benefit directly from such installations, whereas production at Rhosygadfa will only flow into the National Grid.</p> <p>This development does NOT yield any real benefits to the local area and no short or long term employment of local residents is envisaged. There is also a fear that the desire of landowners outweighs the impact on residents. Both Parish Councils involved in this application have expressed the view that it should be turned down. Surely their views count for something!</p> <p>It is reported that the installation will generate 10MW of electricity, sufficient to supply about 3,000 homes. All the cost involved for relatively few homes is difficult to justify. Oswestry (North Shropshire and Mid Wales) will, in the very near future, receive a boost in supply of electricity via landlines from Wrexham which will be sufficient to supply about 130,000 homes. Solar Farms should NOT be considered a 'quick fix' for achieving any objective levels of renewable resources.</p> <p>There is a further concern that this development can be described as 'farm diversification'. Although there is considerable sympathy for the plight of farmers in not securing reasonable financial returns, approval might set a precedence and encourage many more to go down this route, resulting in 'Solar Cities'. I am sure it will not have escaped the notice of the County Planners that this has already started. This will present a future dilemma for all of the County Planners. How can this be prevented so that we protect the natural beauty of all of Shropshire? There is the impression that Planners and Committees for South Shropshire are more likely to turn down an application than the other two Committees. This results in residents being less confident in the process.</p> <p>And finally, may I ask the Committee to consider the suggestion of allowing hedges to grow to 3 meters as mitigation against any significant impact of views into the site. Existing views from the roads should be maintained even if it means reducing the height/size of the panels where appropriate.</p> <p>Although there are a few conditions still to be addressed, I appeal to the Committee to turn down this application.</p>		
Item No.	Application No:	Originator:

Provided a written note of their concerns to all members (through the Chair).

The issues they would like to raise are as follows:

1. **Flooding:** The single track country lane is notorious for a significant amount of run-off not only from the land itself but also the incline of the road, collecting and channelling rain water into the ditch on the opposite side of the road to the planned development. In winter conditions, this water obviously freezes and the whole area becomes a very dangerous place. The entire lane is prone to flooding. Farm vehicles can cope, but cars/light vehicles are frequently towed out of the ditches and you soon learn not to use that road in winter.
2. To follow on from that, the widening of this single country lane would mean that it will extend to the old historical hedge, covering the drainage ditch and exacerbating the above issue, plus changing the nature of the lane. We can't see anywhere in the report or any submitted plans to pipe the ditch or any plan to deal with significant rainfall.
3. We understand that the roadways on the development are described as 'tarmac drives' presumably with no drainage, soakaways or any other way of reducing storm/rain water run-off, adding to the problems as above. Added to this, there would be no street lights in what is a dark area of the village, giving rise to security issues.
4. **Visual Impact:** We are talking about a single track country lane which is to be changed to an access road for a development for (at this stage) 10 houses. If there is only 1 car per house hold (more often 2 or even 3 these days) that is an extra 20 movements of vehicles each and every day, some days more. I don't call that insignificant movement of traffic and therefore it would have significant visual impact on this single track country lane (with its missing hedge row). The development changes the usage anyway and blurs the lines between built up areas of the village and what is pure countryside.
5. **Ellesmere Road Junction:** The additional movements highlighted above (in item 4), will increase the pressure on this junction which is already at an unacceptably dangerous level. Locals have asked if anything can be done. The proposed solution does not seem to adequately address the issue, as it simply reflects what the residents do anyway and they know they take their lives in their hands every time. Surely any changes should go further than this. The B5068 Ellesmere Road is narrow and this proposal will only make it more difficult for two lorries to pass at this already dangerous junction.
6. **SAMDev:** We have agreed with Shropshire Council to build around 200 new homes in St Martins. One property developer has already started to build 75 houses. Another property development is in the more detailed design phase and last week the Parish Council met with these developers to discuss their plans for at least 81 houses and a possible Residential Home for the elderly (15/02777/SCR). In addition to the above items in SAMDev, with our support, are the 53 new 'social housing' dwellings on the ongoing Wrekin Housing Trust development.
All this equates to a more than 20% increase in housing in St Martins. These 250 plus houses will already put vast pressure on the local infrastructure without the proposed Cottage Lane development.
I submit that St Martins is more than doing its bit for the NPPF! We do not need or want more extra houses! Having read thoroughly the response from the SAMDev Inspector, we determine that the changes proposed, make it clear that they are satisfied with the plans for St Martins. Great weight, therefore, should be given to the agreed SAMDev plan which excludes property development in Cottage Lane!

This is a small part of an area that has the potential (and has a conceptual plan) to be the start of another 170/180 high density housing, all situated along a single track country lane. Surely this is not right or fair.

Item No.	Application No:	Originator:
6	15/00566/REM	Applicant
<p>The applicant has provided the following written response to the comments of the Parish Council set out above.</p> <p>Clarification on the points made is provided below as the comments made are not factually correct and could potentially misinform the Planning Committee:-</p> <ul style="list-style-type: none"> <input type="checkbox"/> Flooding – A detailed drainage scheme will be submitted to discharge conditional requirements attached to the approved outline consent (Condition 8). The outline consent established the development of this site is suitable and access safe, so flooding is not an issue to determine the appropriateness of these reserved matters. <input type="checkbox"/> Road drainage – The conditioned access details required to be submitted through the outline consent have been approved through the discharge of conditions process on 26 June 2015, whilst the construction arrangements will be secured through the Highway Act via S38 and S278 applications to the Highway Authority as necessary. The Local highway Authority has raised no concerns in respect of the access proposed either at the time that the outline consent was granted or since the details of the access arrangements have been provided. <input type="checkbox"/> Driveways – the layout submitted shows tarmac drives that will be able to drain into the new surface water system or into the road drains. Again, this detail will be dealt with through planning condition discharge. <input type="checkbox"/> Visual Impact – the principle of development on the site has been established through the outline consent granted. Vehicles are temporary features within a residential area and therefore cannot be considered to present any permanent visual intrusion. The revised layout seeks to retain existing hedgerows and assimilate into the landscape through additional landscaping. <input type="checkbox"/> Ellesmere Road Junction – the traffic impacts of the development at this junction were assessed at outline stage and the number of dwellings proposed has been found to be accepted by the local highway authority. <input type="checkbox"/> Sam Dev – the 5 year housing land supply and SAM Dev housing figures are not maximums and therefore proposals for sustainable development that exceed these figures are not contrary to the National Planning Policy Framework or Core Strategy. In fact, the advice of the Framework is for Local Authorities to be aspirational in respect of housing delivery, particularly where social, economic and environmental requirements are fulfilled. 		
Item No.	Application No:	Originator:
6	15/00566/REM	Case Officer
<p>For members information conditions 4, 6 and 7 of the outline planning consent (13/04672/OUT) which required details to be approved for the proposed pavement, localised widening of Cottage Lane and improvements to the junction of Cottage Lane and the B5068, as referred to in paragraph 6.4.2 of the officer report, have now been submitted to the Council. The submitted details have been accepted by the Council's Highways Officer, therefore discharging these conditions.</p>		

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