



Date: Thursday, 26 May 2016

Time: 2.00 pm

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

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CENTRAL PLANNING COMMITTEE

SCHEDULE OF ADDITIONAL LETTERS

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

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Agenda Item 14

CENTRAL PLANNING COMMITTEE		
SCHEDULE OF ADDITIONAL LETTERS		
Date: 26 May 16		
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
8	16/0371/VAR	Third part objector
<p>An additional representation has been received relating to the proposal for outdoor seating. The representation makes the point that neighbouring Morgan's at 1 Bellstone has planning permission for outdoor seating up to 2200hrs by way of 09/00342/FUL. The objector believes that the applicant has misunderstood Morgan,s permitted hours for outdoor seating. This is because Morgans seating is allegedly still used much later than 2200- not because it is permitted, because enforcement action has not being taken to ensure compliance with the 2200hrs cut off.</p>		
Item No.	Application No.	Originator:
9	15/05091/FUL	Shrewsbury Town Council
<p>The Town Council has considered the updated plans for this application and members feel that their objections remain as previously stated.</p>		
Item No.	Application No.	Originator:
9	15/05091/FUL	Third Party - Objection
<p>As previously stated for this applications and the original one, we object strongly to this development. It is a money making exercise which is of no particular benefit to the community and will impact quite badly on the privacy of the existing residents of the lane. We have had no reassurances about what will happen with the lane which is extremely narrow with no passing places. As this is the only access to the site, we are concerned about the increase in traffic both during construction and after completion. As there are no improvements or passing places planned, and it is an un-surfaced, pot-holed lane we feel that vehicles will attempt to use the parking areas on our 3 properties as passing and turning places.</p> <p>Whilst environmental concerns are of course important, our main objection is that we feel more consideration should be given by the Highways department to the hazards of entry and exit to the lane. It is extremely narrow with no radius and so well hidden that the through traffic on Longden Road hardly notices its existence. We feel that it is an accident waiting to happen. There are 3 schools in the area, and at peak times there are children crossing that entrance on foot, on bikes, often biking at speed on the pavement. The lack of visibility both for cars coming out of the lane onto the main road, cars passing by and cars coming in, means that young people and also the vulnerable adults living at no 36 are being put at risk if there were to be more traffic. Also more consideration should be given to emergency access (Fire Engines, Ambulances etc) and deliveries to the new properties. Large vehicles already have difficulty accessing the existing properties, has anyone considered how the new tenants are going to be able to move furniture in? The residents at no 38 had to walk down the lane with their furniture when they moved in as the vehicle could only get halfway down because of the telephone line running across.</p> <p>We strongly believe that this development would be a mistake, and somebody is going to be killed or badly injured on that junction with the main road if it goes ahead. Please consider the existing residents and refuse this application.</p>		

Item No.	Application No.	Originator:
10	15/04859/EIA	Highways England
<p>Recommends that conditions are attached to any planning permission granted.</p>		
<p><u>Development Details:</u></p>		
<p>The location of the proposed development is north of the A5 Trunk Road, which at this location is a section of the SRN. Access will be achieved off the A5 via a junction with an unclassified minor road. In account of the proposed usage of the site, the primary concern is the maintenance of the safe passage of all road users along the A5. As such the proposed intensification of use with regard to HGV movements either existing or entering the A5 at the priority junction is likely to increase the potential vehicle conflicts at this location.</p>		
<p><u>Review of information submitted by the applicant on 9 March 2016</u></p>		
<p>The revised drawings submitted, which show widening to the bell mouth of the side road, indicate that with these improvements, sufficient road space within the bell mouth to allow for a HGV turning off the A5 to fully the exit the carriageway can be provided for.</p>		
<p>It is considered that, in principle, the junction improvements mitigate the concerns raised in the holding response.</p>		
<p>Following a request by Highways England a Stage 1 Road Safety Audit and Non-Motorised User Audit was submitted. HE is content that the proposed development can proceed subject to appropriate planning conditions.</p>		
<p>The Applicant was also to be made aware that the works will require a Section 278 Agreement to be entered into and all costs relating thereto will be borne by the Applicant. This is to ensure that the design and construction of the proposed development and mitigation works takes place in accordance with the relevant design standards and also to minimise the impact on the Strategic Road Network during construction works.</p>		
<p><u>Recommended conditions</u></p>		
<p>Condition 1:</p>		
<p>A scheme of access works as shown indicatively on SK Transport Planning Ltd drawing number SK21511-13 Revision A, shall be designed in accordance with the Design Manual for Roads and Bridges (DMRB) and submitted to and approved in writing by the local planning authority in consultation with Highways England and implemented as approved prior to the start of development on site.</p>		
<p>Reason: In order to ensure a safe means of access is provided for the development site to comply with DfT Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development.</p>		
<p>Condition 2:</p>		
<p>No development pursuant to this application shall commence until a Construction Management Traffic Plan (CMP) has been submitted to, and approved in writing by, the local planning authority, in consultation with the highways authority for the A5 Trunk Road and that the scope of the CMP is to be agreed in writing, by the local planning authority, in consultation with the highways authority for the A5 Trunk Road prior to the preparation of the CMP. The CMP shall be implemented as approved and reviewed by the appointed main contractor throughout the construction period. If changes to the CMP are deemed necessary at any point throughout the construction period, these changes will be approved in writing by the local planning authority, in consultation with the</p>		

highways authority for the A5 Trunk Road.

Reason:

To ensure that the safety and efficient operation of the strategic road network is not compromised during the construction period.

Item No.	Application No.	Originator:
10	15/04859/EIA	Planning Officer
In view of the updated comments of Highways England as set out above, Officers recommend that should planning permission be granted, conditions 1 and 2 above should replace proposed conditions 5 and 6 set out in Appendix 1 of the Committee report.		
Item No.	Application No.	Originator:
10	15/04859/EIA	SC Highways
The Council's Highways Development Control Officer has recommended that the following additional conditions are imposed on any planning permission granted. Officers consider that these are reasonable and necessary in order to maintain highway safety:		
Prior to the commencement of development full engineering details of the provision of a hgv passing place to be implemented between the A5 junction improvements and site access shall be submitted to and approved in writing by the Local Planning Authority; the development hereby permitted shall not be first brought into use until the passing place has been constructed in accordance with the approved details.		
Reason: In the interests of highway safety.		
Prior to the commencement of development full engineering details of the means of access shown indicatively on Drawing No. 46640/03 Rev A including visibility splays, drainage and construction specification shall be submitted to and approved in writing by the Local Planning Authority; The agreed details shall be fully implemented before the development hereby approved is brought into use.		
Reason: To ensure a satisfactory means of access to the highway, visibility splays, construction and construction.		
Item No.	Application No.	Originator:
10	15/04859/EIA	Public objection
Strongly object to the application.		
<u>Noise:</u>		
<ul style="list-style-type: none">- Comments in the report that poultry are not covered by planning guidance and documents and therefore are not relevant to this discussion is a callous and unhelpful remark to make- Poultry should be due the same protection as any other animal and therefore measurements should be taken before NOT after the proposed building to stop the potential harm being caused- Farm Animal Welfare Council (FAWC) - a government advisory body - has established five freedoms for animal welfare: at all times there is a duty of care to ensure that your animals are free: from hunger and thirst; from discomfort; from pain, injury or disease; to express normal behaviour; from fear and distress- Whilst the above aren't law they can be taken in to consideration, if suffering has been caused, in court- Lack of evidence from other farms regarding noise impact is not a reason to proceed		

Traffic:

- The Highways consultation has shown that the level of increased traffic and size of vehicles to be of detriment to road users which can include pedestrians and cyclists
- Speed that large wagons often travel down country lanes is not acceptable and therefore would put all road users at risk
- Potential for injury or fatality due to restricted visibility on highway on the adjoining road from the A5 to the road leading to Ensdon House

Affecting the existing Natural Environment.

- Natural England have set out their concerns with regards to the lack of information and effort made to address concerns about the affect the proposed buildings will have on the surrounding area
- Concern regarding potential pollution from increased level of waste and initially noise from the site
- Local areas are of special scientific interest
- Even if the run-off pond is independent to local water sources it is not independent if there is increased rainfall and flooding occurs
- Local wildlife be contained and shouldn't be contained due to ethical and environmental reasons, regarding transferring disease form this pond to another area of SSSI.

Too many significant reasons at this present time to let this application be approved. Far more needs to go in to road safety and the protection of vunerable local SSSI areas.

Item No.	Application No.	Originator:
10	15/04859/EIA	Viva! (national Vegetarian and Vegan Campaigning Charity)

Objects.

- We understand that animal welfare is not usually a consideration (although we believe that it should be), so we have mostly limited our objection to environmental and other issues that will be considered.
- Objection by the Defence Infrastructure Organisation (on behalf of the MOD) should be noted, but with special attention to the regular potential noise disturbance to the birds by regular military manoeuvres - especially aircraft
- Hard to see how this will be avoided; is a potentially major animal welfare issue that could contravene existing legislation

Transport:

- A farm of this size can only be serviced by large amounts of HGV - especially as the broiler cycle is only six-seven weeks which will necessitate multiple trips to slaughter, mass restocking, feed delivery and pollution disposal. As there could be 8 cycles per year (with 200,000 birds at any one time), this could potentially mean that the farm would produce around 1.6 million birds a year; can only increase traffic
- Concerns about noise from HGVs during collections (especially at night). Plus concerns about continuous noise from ventilation fans and equipment.

Odour:

- Odour issues from large scale intensive poultry units are well documented and have blighted many communities. It will be difficult to limit the smell from the farm, especially as there are inhabited dwellings relatively close by that could be affected depending on temperature and wind direction.

Pollution:

- Concern over run-off and pollution from waste generation
- Have been a number of prosecutions over the past ten years for pollution of waterways (especially from poultry farms).
- Proposal for a mega dairy in Nocton, Lincolnshire was rejected largely because it could not be guaranteed that the development would not lead to the pollution of the nearby underground aquifer
- Query what provision made to prevent run-off
- Also, Endotoxins, nitrous oxide, methane, carbon dioxide and aerial ammonia are all harmful emissions associated with broiler houses and will be of concern to local people.

Item No.	Application No.	Originator:
11	15/04910/OUT	Radbrook Community Association

Object.

Concerns raised include:-

Location

The application site is unsuitable for housing development given Radbrook is a commercial area not a residential area. The site is too near the main road.

Visual Amenity

The proposal would be overbearing in relation to the public house and would appear out of place in this location.

Highway Safety

The area is particularly busy between the hours of 08:30 to 09:30 and 15:00 to 15:30. Further development would result in increased risk to highway safety. Loss of parking provision for the existing public house.

Loss of a Community Facility

The development would result in the loss of the beer garden, children's play area and venue for fundraising initiatives.

Item No.	Application No.	Originator:
11	15/04910/OUT	Third Party Representation.

Object.

Concerns raised include:-

Loss of the beer garden serving the public house, adverse impacts on highway safety, adverse impacts to the Radbrook Community Centre.

Item No.	Application No.	Originator:
11	15/04910/OUT	Third Party Representations.

Object.

Two separate petitions have been received objecting to the proposal.

1060 signatures have been received on petition Number 1.

203 signatures have been received on petition Number 2.

Concerns raised include:-

Adverse impact on highway safety, loss of parking provision, adverse impact on the community centre, removal of beer garden and play area at the pub, increase in traffic congestion, over development of the locality and safety of residents and school children during building work.