



Date: Thursday, 22 December 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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CENTRAL PLANNING COMMITTEE		
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Date: 22nd December 2016		
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Item No.	Application No.	Originator:
5	16/02752/EIA	Longden Parish Council
<p>At the time of writing the Committee report the full revised comments of the Parish Council were not available. Their full comments are as follows:</p> <p>After a long discussion it was agreed that the Parish Council were unable to make a decision on this application at this time. The Parish Council feel that an alternative route to the A49 could be constructed by the applicant to alleviate many of the traffic concerns.</p>		
Item No.	Application No.	Originator:
5	16/02752/EIA	Condover Parish Council (nearby parish)
<p>Condover Parish Council Finance and Personnel Committee discussed this planning application in the public session of its meeting on 6th December 2016. A representative from Stapleton drew attention to the considerable level of concern among Stapleton residents that traffic servicing this proposed development may take a route through the village, it being the shortest most direct way of accessing the A49 from the Exford's Green, and vice versa.</p> <p>The road through Stapleton village is narrow with private properties close to the edge, and the lane from Stapleton to Exford's Green is for the most part single track. However none of the potential access roads to the proposed development can reasonably be considered suitable for regular use by large vehicles, and from a lorry drivers' perspective it is believed each road would be as difficult as the other. In other words, the size and type of road between Stapleton and Exford's Green would not in itself be a disincentive as it is very similar to and probably no more difficult than the other roads in their current condition.</p> <p>Condover Parish Council welcomes the provisions proposed by Longdon Parish Council, that the Applicant needs to strengthen existing and add more passing places along the access route and that it is imperative that lorries do not go through Stapleton and stick to their designated route at all times. In view of the comments above however, it is unclear how in real terms lorries could be prevented from passing through Stapleton village.</p> <p>Condover Parish Council seeks clarification of the traffic proposals for this development, specifically the measures to be put in place to prevent access via Stapleton, and how these would be monitored and enforced.</p>		

Item No.	Application No.	Originator:
5	16/02752/EIA	Planning Officer
<p>It is recommended that, in the event that planning permission is granted, the additional condition below is added to the decision notice:</p> <p>(a) The number of birds at the site within the poultry rearing buildings shall not exceed 100,000 at any time.</p> <p>(b) Records of the number of birds delivered to the site during each cycle shall be made and these shall be made available to local planning authority on request.</p> <p>Reason: To avoid adverse impacts due to intensification of the development.</p>		
Item No.	Application No.	Originator:
5	16/02752/EIA	Zia Robins on behalf of the British Horse Society and the Nesscliffe Hills & District Bridleway Association
See attached Statement.		
Item No.	Application No.	Originator:
8	15/05591/OUT	Mr Hugh Cutler; Mr Michael Nixon; Ms Lynne Hayman; and Mr Bernard Taylor
<p>Three further letters of objection have been received from local residents. The following points are raised:</p> <p>The proposal to create 16 parking spaces along the Dana Wall is totally unacceptable. This is the main thoroughfare in and out of this area of Castlefields. At present two cars can pass by the dana wall. The parking spaces would restrict the thoroughfare meaning that cars would have to back round a blind corner, with the likelihood of collisions and injury. It will also impede the refuse collection, larger lorries and emergency vehicles as well as causing even more congestion on a busy but narrow road. Once again the developers are making ridiculous proposals instead of finding a solution to the envisaged traffic problems.</p> <p>The Mouchel report reverses the former recommendation by the Highways Department to refuse planning permission without providing any cogent reasons for doing so.</p> <p>The Mouchel report accepts all of the developers assertions, and calculations about the amount of parking in Castlefields when the prison was open, and the amount of free space in the paid for car park. Both the methodology and the calculations in the developer's reports have been questioned by the Highways Officers, and by local residents and the local councillor, Councillor Alan Mosley. The Mouchel report provides no arguments as to why it has reversed the view other than to say that if SC refused planning permission that the developer is bound to have the decision changed by an appeal or at a Public Enquiry. There is no case made by Mouchel as to why they take this view and it is not backed up in the report by a view by a legal assessment by a</p>		

planning QC. I strongly urge the planning committee to defer the decision on the 22nd December and to seek an assessment of Mouchel's report by a planning QC.

The Mouchel report suggests that a section 106 agreement is negotiated with the developer related to parking, but only asks for a traffic plan. By deferring the decision and continuing the discussions with the developer on what they will pay for by way of a section 106 is the logical way to proceed. To grant planning permission and then seek to negotiate a section 106 development undermines the authority of the Council and significantly weakens the prospect of getting the developer to financially contribute to helping to solve the parking problems created by the development.

Strongly object to any cuts made in the original prison boundary wall; any lowering of the boundary wall; and any removal of double yellow lines outside the Dana road (an accident waiting to happen. A one way route encourages speed and the Victorian Streets will not facilitate any vehicle larger than a small/standard car (not emergency vehicles) negotiating the tight bends to continue their journey. Quality of life for all Castlefields residents will be compromised. Health and safety is a big issue.

This proposed plan must be modified to consider real local needs, rather than granted hurriedly. The plans appear to show insufficient parking for the development, which in turn shows a lack of concern for the residents of the old area of Castlefields who already find many people from other areas of the town use it for all day parking while they are at work. (This is not a concern for my own need to park, since my property has off-street parking space.) A presumption seems to have been made that most students do not have cars. This is not a fact. Since the University is developing more slowly than anticipated in Shrewsbury. The anticipated student occupiers may not turn up and the accommodation may well have to be occupied by others so it is not in the best interests of the town to make accommodation blocks that are only suitable for them with fewer facilities and no allocated parking spaces. With regard to parking in the local area, New Park Road is already becoming dangerous to cross with parked vehicles often obstructing the view and larger vehicles like buses having to negotiate obstructions. The future safety of residents must be a prime consideration when this large development (with what is currently insufficient parking space) is being scrutinised. Please advise me of the modifications to the current plans to accommodate these concerns.

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AGENDA ITEM 5 - Planning Application 16/02752/EIA

Proposed Poultry Units South of The Vinnals, Lower Common, Longden, Shropshire.

Construction of two poultry sheds and feed bins, ancillary works, access improvements, erection of biomass building and associated landscaping.

Statement by Zia Robins on behalf of the British Horse Society and the Nesscliffe Hills & District Bridleway Association.

Our concerns, and the concerns of many, over the considerable impact of this proposed development on both the enjoyment and safety of users of the public bridleway, the importance of the recreational and tourism value of the Shropshire Council promoted routes there, the impact on non-motorised users and residents on the local connecting country lanes, and the impact on these narrow lanes and the countryside, have not been adequately addressed.

The Vinnals Bridleway 4A forms part of the **Humphrey Kynaston Circular Lyth Hill Route**, linking to the Humphrey Kynaston Way long distance bridleway from Church Stretton, via Nesscliffe to Grinshill. This is a Natural England funded 'Paths for Communities' Project, created with the help of volunteers, and supported by Shropshire Council, to connect rural communities and support tourism. It is a valued route much used by the many local riders, whose day to day spending supports the local rural economy. It is also an important part of the Shropshire Council's promoted flagship long distance walking route, the **Shropshire Way**, a big draw for tourists. Both routes support local B & B's, holiday lets, country pubs etc, and equestrian businesses, and help to boost one of Shropshire's main sources of income, Tourism. It is acknowledged in the planning papers that the poultry shed proposal will only provide one job. It could impact on many.

The Vinnals Bridleway has wonderful views across the proposed Poultry shed site to the Shropshire Hills Area of Outstanding Natural Beauty, and there are views to the site from some distance to the south. This large proposed poultry unit, the smells from it, and all the traffic to and from it and the biomass boiler, will impact on user's enjoyment and safe use of this bridleway. The acknowledged ammonia emissions and other emissions could impact on user's health, as the bridleway passes very close to the proposed sheds This has not been addressed. What will happen if there are bio security concerns, with the bridleway so close? **This is the only possible off road route open to horse riders to link to routes to the south from the Lyth Hill Countryside site and the surrounding area.**

Shropshire Council has a duty of care to all users of Public Highways, which include Public Bridleways. **The proposed mitigation of providing 2 small passing places 'for pedestrians' on the long length of bridleway to be used by up to 6 axle, 44 tones HGV's, will do nothing to improve horse rider's safety.** Horses feel trapped when confined in a small space with a huge vehicle passing close by. **Landscaping and signing will not mitigate the above concerns.**

Horse riders do have to contend with farm traffic, but **this is no justification for adding to this** by granting an Industrial type factory business, which will put Heavy Goods Vehicles regularly onto a public bridleway. Local lanes are already signed as 'Unsuitable for Heavy Good Vehicles'; bridleways are even more unsuitable for them.

The proposed mitigation of the previous **recommendation to refuse** this Application is to take the chickens out in daytime. This will not only impact on the welfare of the chickens, who are normally caught at night to minimise stress and injury, which could be a welfare issue, but it will also impact

further on this important horse riding and tourism route with not even weekend respite from HGV's, as chicken farms operate everyday.

The Addendum to the Environmental Statement states that **Cargills are not likely to offer a contract with the night time restriction**, but after 'talks' with other operators **they have only 'indicated'** they would be **'interested in offering a contract'**. This is not good enough as **there is no guarantee that this will happen**. If planning permission is granted, and they later find that they cannot comply, will they then be required to pull the sheds down, or just be allowed to revert back to night time clearance?

If two sheds are granted, what will Shropshire Council do when they apply to add more chicken sheds? Will they just grant them as they have done elsewhere in Shropshire, greatly increasing the volume of traffic? The Biomass boiler has capacity for far more than two and possibly up to 9 sheds, Why? Why has bunding been omitted on the east side; is this to allow for future expansion?

This site is totally unsuitable for a large chicken farm as there is no good access route to the main highway network. The quiet narrow lanes to the west to Longden, and then all the way back east to the A49, proposed as the revised HGV route to the site are important to local walkers, and horse riders, who have to use these lanes to link routes, and to access the Bridleway by Westley Farm. How will vehicles pass on the narrow section from Exfords Green to the A49? There is no mitigation there. If traffic builds up when large vehicles meet, this will impact on the safety of non-motorised users, and could impact on the A49 at Hungerhill. What happens if the A49 is closed due to an accident? Due to height and weight restrictions etc. there is no other route out from the proposed site. There are strict time limits for transporting chickens.

Rather than go the 5 miles from the A49 to Longden to the west and then back on Long Lane to access the site, it is more likely that vehicles will take a short cut down even narrower lanes. It has been admitted that it will be difficult to Police the 106 routeing agreement.

This development may create one job, but will impact on many, and will incur considerable costs to Shropshire Council for the constant repair of the narrow lanes, as evidenced elsewhere. It will put non motorised users of the local public highways and public bridleway at risk.

This Application is against Shropshire Council's stated aim in its adopted Countryside Access Strategy for Shropshire 2008-2018. - Developing the positive benefits that walking riding and cycling can bring to our lives, the benefits of exercise in the countryside to people's health and contribution made by walking, riding and cycling to Shropshire's tourism economy. (see below)

It is also against Shropshire's Core Strategy CS5, CS6 & CS16 (see below) and other adopted Council Policies.

We ask that this application be refused.

POLICY DOCUMENTS REFERRED TO ABOVE

The Countryside Access Strategy for Shropshire 2008-2018 document states P58. **All developments and initiatives should be appropriate in scale and complementary in character to existing facilities and environment within the county. Due regard should be made to ensure that the quality of the environment is respected and protected.** Also P61 **'to provide a high quality access network that supports a thriving sustainable tourism economy'** **'The significant economic benefits to local communities and opportunities for this market to expand...ways can be found to encourage more of these activities (walking, horse riding and cycling) whilst minimising overall**

transport, traffic on rural roads and impacts on biodiversity and heritage. This Planning Application is contrary to these aims.

Shropshire Tourism Strategy 2004, quoted in the above document, revealed that the main appeal of Shropshire is in the unspoilt landscape and peaceful, relaxing ambience of the area.

SHROPSHIRE'S CORE STRATEGY :-

CS5 indicates that new development will be strictly controlled in accordance with national planning policies protecting the countryside.

CS16 - states that emphasis will be placed on promoting connections between visitors and Shropshire's natural, cultural, and historic environment including through active recreation, and supporting schemes which 'do not harm Shropshire's tranquil nature', and

CS17 includes ensuring that all development protects and enhances the high quality and local character of Shropshire's natural and historic environment, and does not adversely affect the recreational values of these assets.

PLANNING APPEAL DECISION

APP/L3245/W/15/3106043 - For two dwellings and associated access and curtilage on Land adjacent to Clifton Coach House, Ford, Shrewsbury.

Below are some of the important points made by the Inspector, appointed by the Secretary of State for Communities and Local Government, in dismissing a Planning Appeal, with relevant reference numbers. The Inspector referred to the impact on a public bridleway, and quoted Planning Policies as below. Many of the points made are relevant to this proposal.

The proposed vehicular access to the planning site was up Bridleway 7 in Ford Parish

10. CS Policy CS5 indicates that new development will be strictly controlled in accordance with national planning policies protecting the countryside.

CS Policy CS6 indicates that the creation of sustainable places will be achieved by, amongst other things, conserving and enhancing the natural and historic environment; and, requiring proposals likely to generate significant levels of traffic to be located in accessible locations where the need for car based travel is reduced.

CS 17 also seeks to protect and enhance the local character of Shropshire's natural and historic environment.

11. The Framework indicates that planning should, amongst other things, recognise the intrinsic character and beauty of the countryside.....Nonetheless, the greenfield proposal, which would involve the development of agricultural land, would encroach on the open countryside. It is likely that the proposed buildings would curtail views of the countryside to the south which can currently be enjoyed from the section of the bridleway adjacent to the site. Furthermore, they would be visible over a significant section of the bridleway when approaching the site.....This would be reinforced by the frequent comings and goings of vehicular traffic along the bridleway..... Existing users of the bridleway, such as walkers and riders, are likely to be particularly appreciative of the existing rural character of the approach to the village, which would be diminished by the appeal scheme. The proposal would have a detrimental impact on the character and appearance of the appeal site surroundings.

17. I consider on balance, that the scheme would cause significant environmental harm, due to its impact on the character and appearance of the appeal site, surroundings, and in this respect it would conflict with CS Policies CS6, CS17 and CS5.

The appeal was dismissed