

**CENTRAL PLANNING COMMITTEE  
SCHEDULE OF ADDITIONAL LETTERS**

**Date: 27<sup>th</sup> October 2016**

**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:
7.	15/05591/OUT	Planning Officer

The applicant's agent has requested that this application be deferred to a later Committee meeting. The agent has advised that they would like to amend the application to address the recommended reasons for refusal; especially the car parking and traffic management issues and further consideration of the size and position of proposed Building B. The Highway Engineer has now agreed to meet the applicants and their highway consultant in early November with a view to carrying out further refinements. Discussions are already underway regarding changes to Building B.

**Officer Comment:**

On this basis it is considered to be prudent to allow the applicant a further opportunity to attempt to resolve the objections. Any changes will be subject to a further round of consultation and publicity to be reported to the committee at a later date.

Item No.	Application No.	Originator:
8.	16/02752/EIA	Zia Robins on behalf of the British Horse Society and the Nesscliffe Hills & District Bridleway Association

We fully support the **Recommendation to Refuse** this application, but are very concerned that the considerable impact on both the enjoyment and safety of users of a public bridleway, the importance of the recreational and tourism value of the Shropshire Council promoted routes, and the impact on the countryside, has not been included in the Recommendation to Refuse.

Bridleway 4A, follows an historic route, with wonderful views across the green field site to the Shropshire Hills Area of Outstanding Natural Beauty. Safe off road routes support local livery yards and horse establishments. This bridleway is a valued off road route, much used by local riders whose day to day spending supports the local rural economy. It is the only off road route to link to routes to the south from the Lyth Hill Countryside site and the surrounding area.

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, 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 also an important part of the Shropshire Council promoted flagship long distance walking route, the **Shropshire Way**, a big draw for tourists. Both routes support local B & B's, country pubs etc, and help to boost one of Shropshire's main sources of income, Tourism. It is acknowledged in the planning papers that the

proposal will only provide one job. It could impact on many.

HGV's, and the many other motor vehicles needed to service both the poultry sheds, and the biomass boiler, will have a great impact on the safety of walkers and horse riders on these narrow tracks, even with the possible provision of a few passing places. Landscaping and signing will not mitigate this. The recent proposal from the Agent of day time clear outs to mitigate the night time HGV impact on residents will make the impact on the bridleway, and linking lanes, even greater. The quiet narrow lanes to the west to Longden, and 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.

**Despite all the objections by User Groups, listed in 4.2 of the Development Management Report, raising many concerns, these have not been recognised in the recommendation for Refusal, nor has the importance of the safety and enjoyment of users of these important recreational routes.**

This Application is **against Shropshire's Core Strategy CS5** which indicates that new development will be strictly controlled in accordance with national planning policies **protecting the countryside.**

**CS16** - which 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 **Policy CS17** which 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.**

**We ask that this application be refused citing these, or any other relevant Policies, in addition to the reason already proposed.**

I draw attention to a **Planning Appeal** which was **dismissed by the Inspector** appointed by the Secretary of State for Communities and Local Government, **referring to the impact on a public bridleway, and quoting Planning Policies.**

**Below are some of the important points made by the Inspector in dismissing the Appeal, with relevant reference numbers. Many of the points made are relevant to this proposal.**

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

#### **APPEAL DECISION**

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

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.

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Para. 4.2.1 of the Committee report states that 21 objections have been received from members of the public, and these are summarised in para. 4.2.6. It should be noted that, in addition to this, a petition has been received which has been signed by 96 residents. The terms of the petition are “to express our very real concern with regard to a proposal for the erection of poultry units housing 100,000 birds at The Vinnals”.

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8	16/02752/EIA	Planning Officer

The applicant's agent has requested that this application is deferred to a later Committee meeting. The agent has advised that they would like to amend the application to take out the need for the buildings to be de-populated at night. The agent has acknowledged that by removing the night-time movements more HGVs would be using the track during the day. They therefore propose that the amended application includes pull in places at suitable locations along the track to the Vinnals (where the land is with the applicant's ownership), to allow users of the right of way and HGVs to pass each other more easily.

Item No.	Application No.	Originator:
9	16/03379/FUL	Agent

The applicant's agent after discussions with the Area Planning Manager has advised that they will amend the plans to create a separate access off the passing private road and they will commit to removing the proximate agricultural building.

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9	16/03379/FUL	Planning Officer
<p>Recommended reason for refusal:- The proposed development is considered to be on a site which is unsuitable for an affordable dwelling in the long term due to a combination of its distance from the settlement of Cruckton, its proximity to an agricultural building on an operational farmstead, and the use of a shared access off a private lane with the adjoining farm. Accordingly the proposal fails to accord with the requirements of adopted policies CS5 and CS11 of the Core Strategy, SAMDev policy MD7a, and guidance within the 'Type and Affordability of Housing' Supplementary Planning Document.</p>		