

**CENTRAL PLANNING COMMITTEE  
SCHEDULE OF ADDITIONAL LETTERS**

**Date: 22<sup>nd</sup> December 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**

<b>Item No.</b>	<b>Application No.</b>	<b>Originator:</b>
5	16/02752/EIA	Longden Parish Council

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:

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.

<b>Item No.</b>	<b>Application No.</b>	<b>Originator:</b>
5	16/02752/EIA	Condover Parish Council (nearby parish)

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.

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.

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.

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.

<b>Item No.</b>	<b>Application No.</b>	<b>Originator:</b>
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>		
<b>Item No.</b>	<b>Application No.</b>	<b>Originator:</b>
5	16/02752/EIA	Zia Robins on behalf of the British Horse Society and the Nesscliffe Hills & District Bridleway Association
See attached Statement.		
<b>Item No.</b>	<b>Application No.</b>	<b>Originator:</b>
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.