

**CENTRAL PLANNING COMMITTEE
SCHEDULE OF ADDITIONAL LETTERS**

Date: 25 May 2017

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. 17/00863/OUT	Originator:
5	<p>The Shrewsbury & Newport Canals Trust (SNCT) would request that an additional response be noted if this planning development is taken forward for detailed approval.</p> <p>I refer to the site plan submitted by the developers dated 28/11/16 which includes a footpath from the housing site to join with the footpath & cycleway which is on the line of the Shrewsbury Canal. Unfortunately if this footpath was to be built as proposed it would mean that, when the canal is restored, the path would meet the canal on the non-towpath side meaning there would be no access to the towpath.</p> <p>SNCT would therefore wish to enter into a dialogue with the developers prior to the submission of a detailed planning application so that a solution to this issue can be sought.</p>	Shrewsbury and Newport Canals Trust
Item No.	Application No. 16/05541/FUL Stanford Farm, Stanford, Halfway House Shrewsbury	Originator:
7	<p>In relation to paragraph 6.5.1 of the officer report, which makes reference to the rights of access to Stanford Farm, evidence has been supplied by the applicant in the form of a conveyance title deed stating that the owners and/or occupiers of Stanford Farm have a right of way at all times for all purposes along the access track. Nonetheless any disagreement regarding the rights of access to Stanford farm is a civil matter which should be resolved amongst the applicant and associated landowner independently of any planning permission granted.</p> <p>Representation submitted on May 10th by the Planning Group on behalf of neighbouring residents objecting to the proposal is acknowledged to have been un-viewable on our public access pages for some time due to</p>	Cathryn Robinson (Case Officer)

technical issues; this document is appended to this schedule, in order to be taken into consideration by members. Additional representation from the Planning Group is also appended.

Alterations to the red site edging of the development site were submitted to the Local Planning Authority on May 22nd; this amended edging includes the entirety of the access track, an additional agricultural building containing toilet/shower facilities and additional amenity space for the parking of vehicles. Whilst not previously included in the site description, the additional car parking land and buildings featured on initially submitted block plans and are referenced in the Planning Statement; however it is acknowledged that, due to the late plan submission, there has been limited opportunity to comment further on this matter.

As per the request of the Local Planning Authority, a Traffic Management Plan was submitted by the applicant; this document was received on May 16th, and is available to view via our public access pages. Subsequent third-party representation received on May 22nd by Sumner Consultancy offers comment on the aforementioned Traffic Management Plan. Both documents have been appended to this schedule. Detailed comments from the Local Authority's Highways department in relation to this Traffic Management Plan were unable to be obtained prior to this committee meeting due to the limited timescale.

In light of the additional information recently transpired members are invited to recommend the deferral of this application, until such a time that; the local planning authority has had adequate time to make comment on the Traffic Management Plan, and that ample opportunity has been provided for further comment regarding the amended site edging.

**AMENDED RECOMMENDATION: -
DEFER DECISION, UNTIL THE LOCAL
PLANNING AUTHORITY ARE IN RECEIPT
OF HIGHWAY COMMENTS ON THE
TRAFFIC MANAGEMENT PLAN AND TO
ENABLE FURTHER CONSIDERATION AND
SUBMISSION OF COMMENT ON THE
AMENDED SITE EDGING.**

Item No.	Application No. 17/00863/OUT Proposed Residential Development Land, Condover, Shrewsbury	Originator:
9	<p data-bbox="311 286 983 470">Please accept the Clerk's apologies that the wrong comments were placed earlier in relation to this planning application. The correct comments are as set out below on 19th May 2017:</p> <p data-bbox="311 504 922 616">At it's meeting on 4th April 2017, Condover Parish Council resolved to object to this application on the following grounds:-</p> <p data-bbox="311 649 983 1131">1) Village Sustainability - Provision of car parking. The village has serious car parking problems in this exact location associated with but not restricted to both Condover C.E. (Aided) Primary School and Condover Pre School. We want to see provision of a 16 place public car park included in this application as per discussions with Shropshire Council Highways Department (Dan Sims 22/9/16) and as per the Condover Place Plan (CIL 1/2/3 list) which was submitted to Shropshire Council on 28/10/16 (David Fairclough).</p> <p data-bbox="311 1164 962 1568">2) Village Sustainability - Cumulative development. SAMDEV which was adopted on 17/12/15, covers the period up to 2026 and includes the provision of between 20-25 new houses for Condover. In the 15 months since approval, the village of Condover has seen the addition of 19 new houses (7 at The Coppice, 10 in Brook Close and 2 in the conversion of Condover House), with the 20th currently under construction (at Condover House).</p> <p data-bbox="311 1601 970 1937">Whilst this site is within the village development boundary, recent cumulative development is out of scale with both the size of the Village and with the wishes of the community as consulted in the preparation of the "Condover Village Design Statement (May 2010)" which specifically calls for the provision of housing to be phased over the period up to 2026.</p> <p data-bbox="311 1971 938 2150">3) Design The number of car parking spaces proposed for each property needs to be increased as there is no overflow parking possibility in the vicinity.</p>	Condover Parish Council

4) Vehicle Access

The proposed access point onto a busy road needs to be carefully rethought as it's between 2 blind corners, view is restricted by hedging and at certain times of the day there is a significant parking problem in this exact location. We note the submitted highways comments but do not consider either that they recognise the specific issues in this location or that they have proposed sufficient practical measures to mitigate the issues.

Case Officer Comment

The agent for this application has been invited to consider the provisions of the Condover Place Plan with regard to additional parking. However it was decided not to alter the proposal as first submitted.

The logo for The Planning Group Limited, featuring the company name in a white, serif, all-caps font on a black rectangular background.

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For the attention of Cathryn Robinson
Area Planning and Enforcement Officer
Development Management
Shropshire Council
The Shirehall
Abbey Foregate
Shrewsbury
SY2 6ND

Ref No :16/05541/FUL

10th May 2017

Dear Madam

**Application under Section 73a of the Town and Country Planning Act for
the retrospective change of use of farm buildings to allow weddings,
events and community activities
Stanford Farm, Stanford, Halfway House, Shrewsbury SY5 9DW**

Further to my email dated 2nd May 2017 regarding the above proposal,
please accept this letter as a formal objection to the application on behalf
of the family of Mrs Dorothy Turner, the owner of Little Stanford.

In addition to this objection there will be a submission from Sumner
Consultancy also on behalf of Mrs Turner relating specifically to highways
and drainage issues arising from the application.

With regard to the planning issues we would raise a number of concerns
some of which have already been referred to in objections from nearby
residents and the Parish Council.

The objections relate to the following: -

1.0 Application form (as amended)

1.1 In Section 7 it states that a fenced area will be provided for waste and
recycling bins but no such details are shown on the submitted plans. 1



1.2 In Section 10 "Vehicle Parking" reference is made to 80 cars and other vehicles but no reference is made to large delivery vehicles including refuse vehicles.

Reference is also made to a "bus" but with no further details as to what exactly is the size of the bus, is it to be operated from the site and kept at the site, where will it go to etc.?

There is no reference to taxis, a number of which usually serve this type of venue, so as to enable guests to drink and not drive.

No individual spaces are shown and it would appear from the block plan that a major portion of the area shown for parking is outside the red lined curtilage as shown on the location plan.

1.3 In Section 11, it is stated that foul sewage is to be disposed of to a septic tank.

It then states that it is not intended to connect to the existing drainage system, so by implication this indicates it is a new septic tank, which is contrary to the text in the Planning Statement which indicates connection to the existing septic tank on the farm.

Confirmation of the exact intention would be appreciated and certainly any proposed toilets including the septic tank need to be included within the application site area.

1.4 Section 12 relating to surface water states that a soakaway will be used. Whilst it is appreciated that the buildings will have an existing arrangement for water run-off, is there any intention too hard surface areas of land to allow for increased car parking?

If there is a requirement for additional hard surfacing of any part of the site, then appropriate tests should be undertaken to ensure the adjacent ground is suitable to act as a soakaway.



This is of particular concern as the view of the site from "Google Earth" shows a considerable amount of land shown grey on the block plan not to be hard surfaced.

This situation needs to be clarified but it is not helped by the block plan being not directly comparable to the location plan.

1.5 Section 19 relates to employment and states that the total number of employees will be 2 full time and one part time. It is difficult to believe that a wedding event for up to 200 people (or even 80 to 120) could successfully operate on this number of employees.

The bar would have to be manned continuously, together with food preparation by outside caterers. Are deliveries from outside caterers, florists staff etc. included in the vehicle figures?

1.6 Section 20 refers to hours of opening and it is evident that the hours stated do not correspond with the details forming part of the planning statement.

1.7 Section 21 refers to site area and it is not clear from the inaccurate information provided exactly what the site area is, as the red line needs to be extended to incorporate the parking area in its entirety and the building housing the toilets, and then for the officer to decide whether the initial fee is appropriate.

2.0 Amended Planning Statement

2.1 The following comments are made in relation to the Amended Planning Statement published on the Council's web site on 8 February 2017.

2.2 For ease of reference comments are made in the same heading order as the Statement.



2.2.1 – Introduction

The text states that the farm buildings are to be used as an events venue for weddings, private parties and other functions, which is a different description to that as described on the application form.

2.2.2 – The Proposals

The potential use of the buildings for 28 days in the year is not directly comparable to the permitted development rights currently enjoyed by the farm for a maximum of 28 events per annum.

If the marquee and any other associated structures were erected, used and taken down within the same day, it would be possible to host 28 functions in the year. However, preparing and clearing away before and after events must be included within the 28-day period.

Furthermore, Class B of Part 4 of the General Development Order refers to the use of any land for any purpose for not more than 28 days in total in any calendar year and includes the provision on land of any moveable structure for the purposes of the permitted use.

However, in paragraph B.1 it states that development is not permitted by Class B if the land in question is a building or is within the curtilage of a building.

Whilst the marquee is a standalone element, it would seem that the guests use the portacabin within one of the sheds, which contains two toilets and two electric showers linked to the septic tank at the farm.

This portacabin is within a building and as such is specifically excluded from the permitted rights and therefore the previous/current use for wedding venues is unauthorised even for temporary periods.

As previously pointed out in this objection, the toilets and septic tank are not included in the application site area, although the supporting Statement specifically states that there are three buildings on site which will form the events venue.

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With regard to site capacity, there is the possibility that all events could attract the maximum of 200 people.

No reference was made as to how the invitation or tickets arrangement will be enforced.

The hours of operation do not match those stated on either the original or amended application form.

The details on the figure 4 layout do not show the toilets which are subsequently shown on figure 6 but these are not included in the red line curtilage.

With regard to the number of events, there is a maximum figure of 200 people attending but it cannot be guaranteed that most events will have far fewer guests.

Noise management is of considerable concern to our client, both from the music and general noise from the buildings themselves and the immediate surrounds, and also from the vehicles that will access the site.

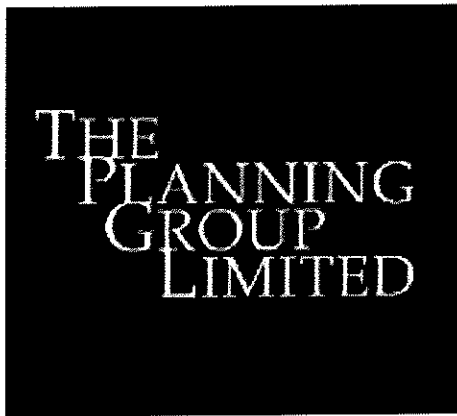
All traffic will have to go directly past our client's property to both gain access and egress from the venue and this would result in considerable vehicle movements in the late evening and early hours.

It is not unreasonable to conclude that most events would be on Fridays and Saturdays when the venue, according to most of the supporting documentation will be operational up to 1 am.

80 vehicles plus taxis and mini buses going past Little Stanford would lead to an unacceptable level of noise and activity in what should be an exceptionally quiet time.

Notwithstanding advice that may be given to guests as to vehicle speeds on the lane it is reasonable to expect most visitors will not visit the site regularly and will have only limited awareness of the impacts on the occupier(s) of the dwelling house.

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Furthermore, vehicles may well when egressing the site, meet vehicles arriving to pick up guests, that will add to the noise of vehicles having to undertake passing or reversing manoeuvres.

It is therefore considered that the noise and disturbance associated with the use itself and the associated traffic movements would be detrimental to the quiet and tranquil character of Little Stanford and the surrounding area which currently benefits from very low background noise in the late evening and early hours.

The concern over the impact of such a venue on amenities of residents is considered within an appeal decision attached as Appendix A.

Whilst the circumstances are different having regard to the locations, nevertheless the same concerns arise and the social and environmental harm result in the application not amounting to sustainable development in the terms of the NPPF.

Even if conditions are imposed relating to the use of the building to attempt to mitigate noise emanating from the site, this cannot address vehicle noise and disturbance.

The question of foul water and drainage has been referred to previously but will be commented upon in more detail in the report of Sumner Consultancy.

Similarly, the highways and transport comments will be contained within the same document.

With regard to additional information the camping to be offered which is referred to, does not clarify if tents are to be provided by the venue organisers or that guests would bring their own.



2.2.3 – Planning Policy

Paragraph 123 of the NPPF sets out criteria that should be aimed to be met in both policies and decisions with regard to noise, and is directly referred to in the applicant's agent's statement.

With regards to noise paragraph 123 states that planning policies and decision should aim to: -

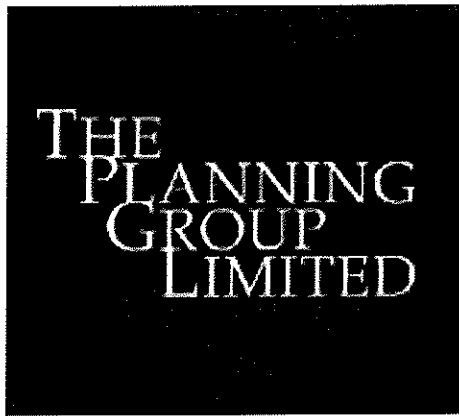
- Avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;
- Mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;
- Recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and
- Identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason,

It is considered that the proposal does not comply with the above aims as it will have significant impacts on health and quality of life of specifically the residents of Little Stanford and in general, to other nearby residents.

Notwithstanding, conditions that could be imposed to mitigate noise from activities in the buildings there is no control of the noise and disturbance from people outside the buildings or vehicles passing Little Stanford late at night and in the early hours.

The wedding venue concept is recent and has clearly not been established prior to the erection and occupation of nearby houses.

The area is quiet and tranquil especially in the evening and night time when surrounding agricultural activities have ceased.



With regards to the Core Strategy, the proposal fails to meet the criteria of Strategic Objective No 7 in that the proposed development is not appropriate in its scale and nature with the character and quality of the location.

CS1 seeks to encourage development in Community Hubs and Clusters and that outside these settlements development will primarily be for economic diversification, but this is only one factor that has to be taken into account in considering an application that has detrimental impact on part of the community.

The supporting text refers to the need to seek to reduce carbon emissions but the venue in this rural location will be entirely dependent on the motor vehicle.

Policy CS5 seeks to protect the countryside and it adds that development will be encouraged for various uses on "appropriate sites" and the perceived economic benefits outweigh the harm that will occur. Economic benefits are extremely limited as only 2 full-time and one part time person will be employed, and whilst there is a view that caterers, musicians etc. will be engaged this is equally likely in any more suitable locations, including established venues. The proposal is contrary to Policy CS5.

The applicant's statement refers to various paragraphs of Policy CS6 but ignores the paragraph that states: -

"Requiring proposals likely to generate significant levels of traffic to be located in accessible locations where opportunities for walking, cycling and use of public transport can be maximised and the need for car based travel to be reduced".

Furthermore, any development should safeguard residential and local amenity.

Fundamentally therefore, the proposal is contrary to Policy CS6.

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With regard to Policy CS13 it is intended to support “sustainable” economic development. In paragraph 6.9 of the explanation it clearly states that in accordance with Policy CS5 any development proposals in the countryside should be consistent in their scale and impact with the character and quality of their location. Therefore, the proposal is contrary to Policy CS13.

With regard to Policy CS16 in the first paragraph it refers to tourism, cultural and leisure facilities that are appropriate to their location.

It is not considered that the proposal falls to be read against Policy CS17.

With regard to SAMDev, MD2 is referred to, but reference is made to historic context and heritage assets, but the site is not recognised of having any specific heritage assets and is not part of a listed building complex. MD2 should be read in association with CS6 of the Core Strategy.

Paragraph 3.8 of the explanation to MD2 states that “development should not have a detrimental impact on existing amenity value but responds appropriately to the context in which it is set”.

The proposal is contrary to MD2.

Policy MD17 refers to heritage assets but it is not considered relevant in the determination of the application other than in general reference.

Policy MD7b states that in addition to considerations set out in Core Strategy Policy CS5 further criteria are required to be met in relation to agricultural development states that: -

“There will be no unacceptable impacts on environmental quality and existing residential development”.

The above is relevant in that the proposal implies farm diversification.



2.2.4 – Planning Analysis

The proposed jobs are specified as 2 full-time and one part time on the site and whilst it is fully appreciated it will give the barns an alternative use, this should not result in detrimental harm to local residents. According to earlier statements in this submission the majority of guests will be local so the benefits to other local businesses from overnight guests etc. will be limited, especially having regard to the on-site tent accommodation referred to.

Paragraph 28 refers to any proposal having to respect the character of the countryside which the current scheme does not.

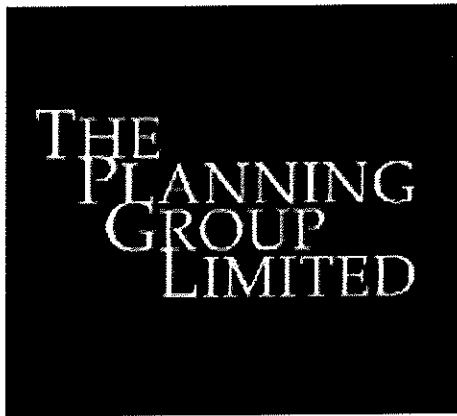
For reasons already stated the proposal does not meet the aims of Paragraph 123. Shropshire Council Public Protection comments published on the Council's website on 10 February 2017 in response to the noise assessment requires further details to be submitted at this stage and if approval were contemplated, all outstanding issues regarding noise should be addressed prior to consideration.

However, notwithstanding efforts that may be made on the site, the applicants with all good intentions cannot control noise from motor vehicles or persons leaving the venue, and this is irrespective of any noise measures undertaken at the buildings.

The proposal may as the applicant states comply with much of the Core Strategy but it does not overcome the noise and disturbance that will arise from the activities.

Similarly, the bringing back into use of redundant buildings is to be encouraged, but not when it results in demonstrable harm to the amenities of people in the area.

It is stated that the buildings are non-designated heritage assets but their conversion and restoration does not outweigh significant harm from the proposed use and the traffic that it generates.



2.2.5 – Permitted Development Rights

As previously stated the permitted development rights do not relate to 28 events but the land being used for not more than 28 days.

All day's count towards the 28 days if there are structures on the site, so the applicants fall-back position of an assumption of 28 events without planning permission is not as straight forward as implied and should not be regarded as significant in the consideration of this application.

2.2.6 - Location

The site is in open countryside, isolated from any substantial settlements and the isolated nature of the site is confirmed in the applicants Planning Statement.

2.2.7 – Highways and Traffic Impact

A detailed response to the highway issues will be provided by Sumner Consultancy. The text in the applicant's statements refers to 28 events, not 28 days as referred to previously.

The difference between 28 days and 28 events appears to be misunderstood as reference is made to traffic movements being reduced as a result of not having to transport the temporary structures to and from the site.

The reference to a one-way system will be confusing and are referring to public highways where there would be no legal backing to such an idea. Indeed, it may lead to confusion as non-attendees at the venue would be unaware of such an arrangement.

The reference to parking places or localised widening of the highway appears to be "broad brush" statements with no details of positions, land ownerships, confirmation from the Council's highways department etc.

The logo for The Planning Group Limited, featuring the company name in a white, serif, all-caps font. The text is arranged in four lines: 'THE', 'PLANNING', 'GROUP', and 'LIMITED', with each line slightly offset to the right from the one above it, creating a stepped effect. The logo is set against a solid black rectangular background.

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With the use of modern technology, e.g. sat navs, people picking up or dropping off guests, including taxis will follow the directions given which could be confusing.

It is noted that no reference is made to suitability of the lane, leading from the Council highway to the venue which passes immediately adjacent to Little Stanford, to cater for the amount of traffic generated and who will be responsible for maintaining the lane following such a major increase in use.

This lane is not capable of allowing two vehicles to pass except for the surfaced area immediately adjacent to Little Stanford causing detrimental harm to the peace and tranquillity to the occupier especially late at night /early mornings. Any encroachment of vehicles onto the grass either side of the hard surface will lead to the cutting up of the grass verges which is totally unacceptable.

The lane is in the ownership of Mrs Turner with the applicant having the right to use it for residential and agricultural purposes only. Whilst it is appreciated this is not strictly a planning issue it should be noted that our client will be undertaking separate action regarding the legal aspect of use of the lane for the proposed use.

2.2.8 - Noise

The proposal will give rise to significant noise which will have adverse effects on the health and quality of life for local residents especially the occupiers of Little Stanford and this is contrary to the aims and policies of the NPFF. It is accepted that if the farm were fully operational there would be noise from agricultural machinery, however this would be during daytime and early morning. Currently residents are relatively undisturbed by noise from human caused sources, and the proposal i.e. not just the venue itself but vehicles and persons accessing and egressing the site, will impact on the tranquil evening and night time ambiance of the area.

The logo for The Planning Group Limited, featuring the company name in a white, serif, all-caps font. The text is arranged in a stacked, slightly offset manner: 'THE' is at the top left, 'PLANNING' is below it and to the right, 'GROUP' is below 'PLANNING' and further right, and 'LIMITED' is at the bottom, centered under the others.

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Any measures required to control noise should be presented to the Council officers prior to the applications consideration, but there are no noise controls over vehicular movements that can be incorporated to the proposal.

By reference to the smoking area (which is not shown in the submission) it is to be assumed that non-smokers will remain in the buildings?

If this is not the case the worst scenario would be 200 people outside, not only talking but shouting, laughing and singing which is not unusual at such functions which could well occur on a pleasant Summer evening when occupiers of nearby properties would leave windows open.

With regard to the intention to erect signs, restricting vehicles to 5 mph on whose land will these signs be sited and who will monitor the speeds? Indeed, as they are on private land they have no legal standing so how will they be enforced.

2.2.9 – Heritage

There are no comments relating to the nature of the work undertaken to the barns.

2.2.10 – Ecology

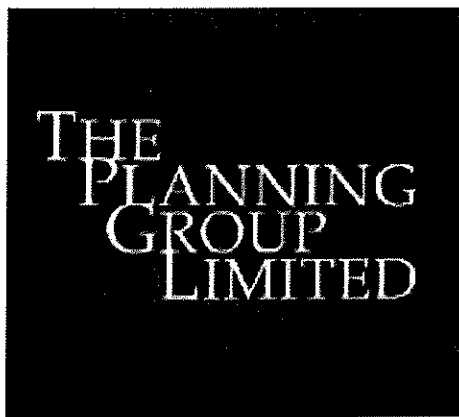
The plans do not correspond as to the area being made available for car parking and whether there is a need for any additional hardstanding or indeed whether any has recently been provided. This would have a bearing on ecological matters.

Furthermore, with additional lighting at night time the impact on bats must be addressed.

2.2.11 – Drainage

The issue of drainage and the toilets inside a building have previously been referred to. Sumner Consultancy will comment in detail on drainage provision.

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3.0 Conclusion

3.1 For the reasons set out above, the proposal will result in significant harm to the peace and tranquillity that the occupiers of both Little Stanford and other residential properties in the vicinity can reasonably expect to enjoy in the evening and night time.

3.2 Whilst the applicant has attempted to control noise at the venue it is impossible for control of vehicles and guests attending the venue once they have left the site.

3.3 Officers and members are therefore requested to refuse the application having taken due consideration of the issues raised in this objection, those of other residents and the Parish Council.

Yours faithfully

Dave Richards
Planning Manager

dave@planning-group.co.uk

Any views or opinions expressed in this email are those of the sender and do not necessarily represent a formal decision of the Local Planning Authority.

From: Dave Richards [mailto:dave@planning-group.co.uk]
Sent: 23 May 2017 14:35
To: Ian Kilby <ian.kilby@shropshire.gov.uk>
Cc: Martin Parrish <martin@planning-group.co.uk>; John Sumner <john.sumner@sumner-consultancy.co.uk>; Cathryn Robinson <Cathryn.Robinson@shropshire.gov.uk>; Tim Rogers <tim.rogers@shropshire.gov.uk>; John Sumner <john@sumner-consultancy.co.uk>; Edward Potter <Edward.Potter@shropshire.gov.uk>
Subject: Application 16/05541. Agenda Item 7 on Central Planning Committee 25 May 2017. Stanford Farm Halfway House

Good afternoon Ian

Please find attached a further letter of objection on behalf of our clients, relating to the above application which I should be grateful if you would ensure is brought to the attention of all Members and is placed on the web site accordingly.

There are several matters that are of concern relating not only to the principle of the proposal but also to the failure of the applicant to serve notice on the landowner for that part of the access lane that was not shown as included within the original red line. Furthermore the application makes no reference in the description to the provision of the toilet facilities and all associated drainage or to the car parking area.

The web site is still not showing the text of our previous objection and has not been doing so for a few days and our clients are concerned that all interested parties including their neighbours cannot see the objection . We were advised this would be addressed but nothing appears to have changed.

In addition I attach a letter from Sumner Consultancy which raises issues regarding both Highways and Drainage concerns with the scheme which we consider need to be fully addressed prior to any decision being made.

If you consider that the application should be withdrawn from consideration to allow these outstanding issues to be addressed could you please arrange for interested parties to be notified as a matter of urgency so there are no wasted journeys to attend the Committee meeting.

Kind regards

Dave

Kind regards

Dave

Dave Richards

Planning Manager

Unit D1, Pimley Barns

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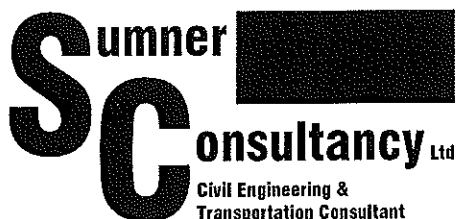
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Please reply to : John Sumner
Your reference : 16/05541/FUL
Our reference : 184/17/JRS
Date : 19 May 2017

For the attention Cathryn Robinson
Area Planning & Enforcement Officer
Development Management
Shropshire Council
The Shirehall
Abbey Foregate
Shrewsbury
SY2 6ND

Dear Ms Robinson

**Application under Section 73a of the Town and Country Planning Act
for the retrospective change of use of farm buildings to allow
weddings, events and community activities
Stanford Farm, Stanford, Halfway House, Shrewsbury SY5 9DW**

I have been appointed by Mr John Trevor Vaughan to assess the above planning application in respect of the highway and drainage proposals.

I am an Incorporated Engineer and Member of the Institution of Civil Engineers.

I have 15 years' experience in highway and drainage design with Shropshire Council and 26 years in a Civil & Structural Engineering Consultancy where I was as an Engineer and Director in charge of the Civil Engineering side of the Practice, which included highway and drainage design.

In 2015 I set up my own company as a Civil Engineering and Transportation Consultant.

For ease of future reference I have numbered the paragraphs.

1. I have inspected the site and surrounding road junctions and except for two, the visibility splays appear commensurate with the speeds along the roads. The two which are not are the junction of Pecknall Lane with the A458 Trunk Road at Wattlesborough and the junction of Pecknall Lane with the B4393 on the east side of Coedway.
2. The required visibility splays onto a Trunk Road which has a speed limit of 50mph are 4.5m x 160m. With the Pecknall Lane junction onto the A458 Trunk Road, the visibility splay to the east from 4.5m is only 50m due to vehicles parked at Halfway House Car Sales obstructing the visibility as shown in Photographs 1 & 2 at the end of this letter.

3. A potential visibility splay of only 50m is far below the required 160m, therefore it is considered that Highways England should be consulted on this application, firstly due to the poor visibility and secondly the potential increase in vehicle movements as a result of this planning application.
4. The B4393 through Coedway is also subjected to a 50mph speed limit, and the visibility requirements for the junction of Pecknall Lane with the B4393 should be 2.4m x 160m. The visibility splays from this junction at 2.4m is only 40m to the right (east) and 35m to the left (west). Again these splays are seriously substandard and any increase in vehicle movements from this junction would be detrimental to the safety and free flow of traffic on the B4393. Photographs 3 & 4.
5. The Hurlstone Partnership has recently submitted a Traffic Management Plan May 2017 JPH/170103/D2. In this report it is noted the Site Applicant is proposing that visitors and contractors will be required to follow a prescribed route to and from the site. This route is from the junction of Pecknall Lane with the A458 Trunk Road in generally a northerly direction passed Hole Farm then turning left towards Stanford Farm. The departing route will follow the same route in reverse.
6. This proposed route will result in vehicles having restricted visibility when exiting Pecknall Lane onto the A458 Trunk Road, again detrimental to the safety and free flow of traffic on the A458.
7. There are no proposals given as to how the route taken by the visitors will be policed by the Applicant to ensure they follow and adhere to the prescribed route to and from the site.
8. I cannot believe that drivers coming to the site from a north to westerly direction i.e. from the direction of Four Crosses and Oswestry are going to drive a considerably further distance to approach the site along the A458 Trunk Road from a westerly or easterly direction. They will by human nature and the use of satnav's approach the site from the B4393 and Pecknall Lane and exit the site in the same direction thus using the seriously substandard junction of Pecknall Lane with the B4393.
9. From my site inspection it would appear that Pecknall Lane is used as a "rat run" where vehicles do drive at excessive speeds, which is evident from the number of skid marks along the full length of Pecknall Lane. Photographs 5 & 6. With the venue catering for up to 200 visitors this result in a serious accident or accidents along this road.
10. The Hurlstone Partnership's recently submitted a Traffic Management Plan May 2017 JPH/170103/D2 recognises in Paragraph 1.14 that there is the possibility that passing places and localised widening will be necessary, where it is stated that *"Pecknall Lane will be monitored and photographed before each event This will allow the requirement for a passing place to be assessed and considered in conjunction with Shropshire Council. In the event a passing place or localised widening within the highway verge is considered necessary, the design implication of the works would be funded by the operator by way of a S278 Agreement."*
11. I consider that due to the potential number of vehicles which would be using the full length of Pecknall Lane from the A458 Trunk Road to the B4393 and the road from Peckham Lane to Stanford, this assessment should be submitted as part of this planning submission and not at a later date. It should also be noted that the northern section of Peckham Lane is in the county of Powys.
12. The width of Peckham Lane is generally between 4.2m – 5.0m, with a pinch point over a small bridge adjoining the junction between Peckham Lane and the road to Stanford where it is only 3.7m wide. Photograph 7. Again this is a potential point where accidents can occur.

13. The Department for Transport's design document, Manual for Streets illustrates the various carriageway widths that can be accommodated along a straight section of road.
 2.75m - a single HGV
 4.10m - 2 cars or 1 HGV and a cyclist
 4.80m - 1 HGV and 1 car
 5.50m - 2 HGV's

Obviously where there are bends along the road the road needs to be wider to enable vehicles pass each other.

Sections of Peckham Lane are therefore too narrow for a car and HGV to pass each other.

14. The straight section of road from the junction of Peckham Lane to Stanford is only 2.6m wide, which will result in vehicles overrunning the verges.
15. In view of the above Points 8 & 11 above it is considered that Powys County Council should also be consulted especially due to the seriously substandard visibility from junction of Pecknall Lane onto the B4393.
16. The narrow country lanes to the south and west of the site are totally inadequate to cater for any potential traffic increase. It is my opinion that contrary to Applicant's proposed Routing Plan people attending and leaving a function will not always stick to the plan and use the route they consider the most appropriate for them resulting in them using the narrow country lanes to the south and west of the site. Even if this is only a small number it will be detrimental to existing road users and residents along these narrow country lanes.
17. Paragraph 1.4 in The Hurlstone Partnership's recently submitted a Traffic Management Plan May 2017 JPH/170103/D2 states that there is a *"parking provision for 84 vehicles has been identified within the farmstead: although there is clearly sufficient parking within the applicants land, if necessary"*. It further states that *"based upon a maximum attendance of 200 people, the average occupancy of each of the 84 vehicles equates to 2.3 people which is considered a reasonable figure"*.
18. I would consider a more reasonable number of vehicles with a maximum attendance of 200 people to be more like 100 vehicles not 84.
19. There is also no mention in the submitted documents about parking facilities for staff, contractors and service vehicles.
20. Also the only plan I have seen which shows any parking area is on Fig 4 of The Supporting Planning Statement by Pleydell Smithyman, (file reference 16_05541_FUL AMENDED PLANNING STATEMENT-2950906).
21. The Site Location Plan shows the red line area associated with the planning application, and the parking area in Fig 4 above is on the eastern edge of the red line boundary and is approximately 420m² in size. An area of this size could only accommodate 22 vehicles. A parking area for even 80 vehicles would require an area of 1,600m², and 100 vehicles would be 2,000m², this is assuming a standard bay width of 2.5 x 5.0m with a 6.0m wide isle.

22. In consideration of the above comment, the parking provision shown within the red line area is totally inadequate to accommodate the anticipated vehicle numbers. However regarding additional parking, The Hurlstone Partnership states it can be *"within the applicants land, if necessary"*. This will however require a considerably large area outside the planning boundary and therefore if it is not constructed as a parking area resulting vehicles parking in a field with the potential problems of getting stuck in bad weather.
23. If the additional parking provision is constructed with an appropriate surface finish, then this could result in additional surface water runoff over the surrounding land consequently this parking area should be included in the red line boundary and incorporate a suitably approved surface water disposal proposal, which is now the normal for any form of development.
24. Both the Planning Statement and Highway Statements for the Applicant refer to the current situation where up to 28 events may be held at Stanford Farm for 28 days per annum without requiring any further planning permission. Also in the Planning Application it is stated that there will be no increase in the existing number of vehicles using the site.
25. As I have outlined above I consider that there will be an increase in vehicles using the site. Also in the objection letter by The Planning Group Limited dated 10th May 2017 they consider the existing 28 day period also included the days erecting and dismantling any equipment or marquees therefore they could not have 28 events. As a consequence the existing traffic generation will be much less than for the planning permission now applied for.
26. The Supporting Planning Statement by Pleydell Smithyman, (file reference 16_05541_FUL AMENDED PLANNING STATEMENT-2950906) states that the site will have a maximum capacity of 200 people, with the operation hours between 10:00 and 23:00 Sunday to Thursday with an extension on Fridays and Saturdays when events will take place between 10:00 and 01:00.
27. Page 06 of The Supporting Planning Statement under the heading "Foul Waste and Drainage" states the following:
"There is an existing portacabin within one of the sheds on site which contains 2 toilets and 2 electric showers and is linked to the septic tank at the farm. The tank has a 4500 litre capacity and it is recommended that it is emptied once a year for general household use. Currently MetroRod are used to empty the tank.
It is proposed that the tank will be emptied every 5 events, or more often if needed. The current layout would be changed to provide 3 toilets within the existing space to allow for wedding and general event use within the guidelines set out within 'The Purple Guide: Events Management Guidelines' which suggests the provision of 1 toilet per 75 women and 1 per 400 men (for events with a gate opening time of 6 hours or more, with alcohol and food served in quantity)."
28. Firstly as a point of clarification, other than disposal to a public sewer, there are three types of foul water disposal:
 - a. A package treatment plant where the sewage is treated within the unit and the processed liquid can either outfall to a soakaway or a watercourse.
 - b. A septic tank is an underground tank where the sewage drains to and where the solids sink to the bottom and the liquid flows out and to a soakaway drainage field. Building Regulations states that a septic tank *"requires emptying at least once every 12 months"*. Building Regulations also state that a septic tank should be located *"at least 15m from any building"*.
 - c. A cesspool is a sealed tank which collects the sewage and for an average size house would need to be emptied possibly every month.

29. The proposal for this site is to discharge the sewage from 3 toilets to the existing septic tank which is stated as having a capacity of 4500 litres. A 4500 litre septic tank is only suitable for up to 17 people (150 ltrs/head/day).
30. British Water Code of Practice Flows and Loads – 4 (Sizing Criteria, Treatment Capacity for Sewage Treatment Systems) states that for non resident luxury meals the Litre Flow/Day per head is 30, therefore for 200 guests at the venue between the hours of 10:00 – 01:00 would be classed as a day, therefore the total would be 6,000 litres per day.
31. I therefore consider that the existing septic tank and any associated drainage field is woefully inadequate to cater for the number of guests specified. Also for this volume of discharge which would be 6m³ a permit application would need to be submitted to the Environment Agency as a permit is required for discharges of between 2m³ and 15m³ per day.
32. I have checked companies who supply toilets for events and for 200 people, Tardis Environmental recommends 5, and Site Equip 4 and 3 urinals. I therefore consider that 3 toilets would not be sufficient to cater for up to 200 guests.
33. The existing septic tank is only approximately 5.0m from the buildings, which does not meet current Building Regulations, where the minimum distance is 15.0m from any building.
34. It should be also noted that the location of the septic tank and toilet block where it is stated an additional toilet will be provided are both outside the red line planning boundary.
35. Page 16 of The Supporting Planning Statement under the heading “Drainage” it is stated that “*The proposed development will not lead to an increased risk of flooding on site or elsewhere as a result of the development*”. As outlined above, I believe this statement to be inaccurate and that there is a very high risk that flooding of the septic tank will occur.
36. CONCLUSIONS
 - a. The visibility splay from Packham Lane onto the A458 Trunk Road is substandard and as a consequence Highways England should be consulted on the application (Points 2 & 3).
 - b. The visibility splays from Packham Lane onto the B4393 are seriously substandard and any increase in vehicle movements from this junction would be detrimental to the safety and free flow of traffic on the B4393 (Point 4).
 - c. There are no proposals given as to how the route taken by the visitors to the site as outlined by the Hurlstone Partnership will be policed by the Applicant to ensure they follow and adhere to the prescribed route to and from the site (Points 5 & 7).
 - d. I cannot believe that drivers coming to the site from a north to westerly direction i.e. from the direction of Four Crosses and Oswestry are going to follow the proposed route along the A458, they will use the seriously substandard Peckham Lane/B4393 junction (Point 8).
 - e. An assessment should be made by the Applicant for passing places and localised widening along Peckham Lane and submitted as part of the this planning submission and not at a later date (Point 11).
 - f. Sections of Peckham Lane are too narrow for a car and HGV to pass each other (Point 13).
 - g. The narrow country lanes to the south and west of the site are totally inadequate to cater for any potential traffic increase. It is my opinion that contrary to Applicant’s proposed Routing Plan people

attending and leaving a function will not always stick to the plan and use the route they consider the most appropriate for them, to the detriment of existing road users and residents (Point 16).

- h. It is considered that with a maximum attendance of 200 people a realistic number of vehicles attending the site is more likely to be 100 vehicles not 84 as suggested in the planning submissions. However there is insufficient parking provision within the red line boundary which can only cater for 22 vehicles (Points 18, 21 – 23).
- i. Contrary to the planning submissions, it is considered that there will be an increase in traffic (Point 25).
- j. The existing 4500 litre septic tank and any associated drainage field is woefully inadequate to cater for the number of guests specified, since the British Water Code of Practice Flows and Loads – 4 states that for 200 guests the discharge would be 6,000 litres per day (Points 29 – 31).
- k. It is considered the proposal for 3 toilets for an event for 200 people is not sufficient and there should be at least 5 (Point 32).
- l. The existing septic tank is only 5.0m from a building and therefore does not meet current Building Regulations, where the minimum distance is 15.0m from any building (Point 33)

In view of the points outlined above, it is considered that this planning application should be refused.

Yours sincerely

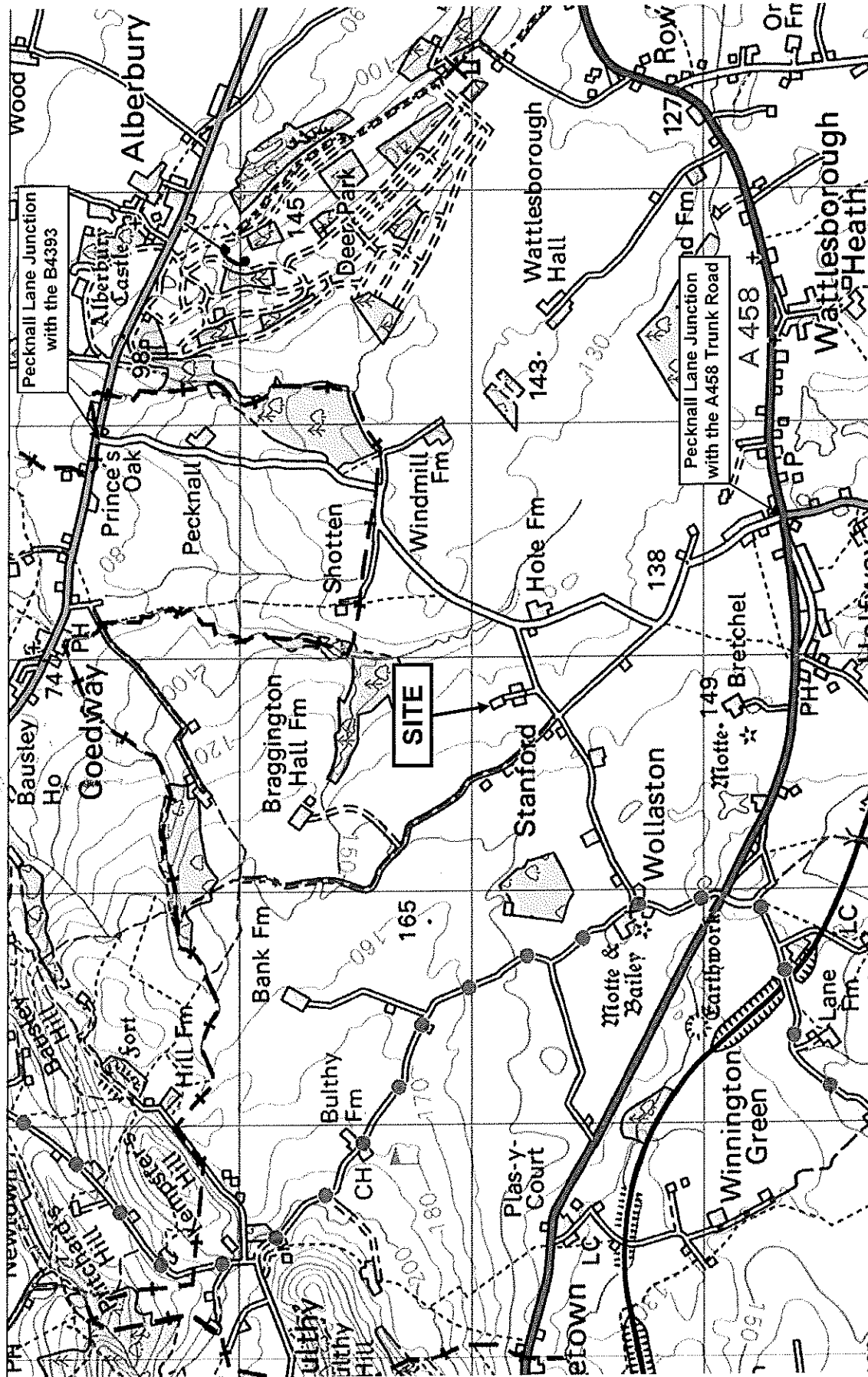


John Sumner IEng MICE
Director

SITE LOCATION PLAN

Nearest Post Code SY5 9DR

Grid Reference 333826 312923





PHOTOGRAPH 1
Pecknall Lane onto the A458 Trunk Road at 4.5m looking east



PHOTOGRAPH 2
Looking in a westerly direction towards Pecknall Lane junction across the garage forecourt



PHOTOGRAPH 3
Pecknall Lane onto the B4393 at 2.4m looking east



PHOTOGRAPH 4
Pecknall Lane onto the B4393 at 2.4m looking west



PHOTOGRAPH 5
Skid marks at the junction of Pecknall Lane with the road to Stanford



PHOTOGRAPH 6
Skid marks along Pecknall Lane at the junction towards Stanford 0.5 mile from the A458



PHOTOGRAPH 7
Junction of Pecknall Lane with the road to Stanford
Where the road width at the rear of the HGV is only 3.7m

The Hurlstone Partnership

**PROPOSED EVENTS AT STANFORD FARM, HALFWAY HOUSE,
SHROPSHIRE, SY5 9DW**

Traffic Management Plan

May 2017

JPH/170103/D2

Seven Oaks Farm, Crew Green, Shrewsbury SY5 9AS

Tel: 01743 884849 Fax: 01743 884947 E-mail: office@hurlstones.com

The Hurlstone Partnership

PROPOSED EVENTS AT STANFORD FARM, HALFWAY HOUSE, SHROPSHIRE, SY5 9DW

Document Status – 2nd Draft

Produced by: ----- J P Hurlstone

Date: May 2017

Transportation Planning, Highway Design and Environmental Assessment

The Hurlstone Partnership

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The Hurlstone Partnership

1 STANFORD FARM TRAFFIC MANAGEMENT PLAN

1.1 Planning permission is sought for up to 28 events per annum for up to 200 people at each event within existing buildings at Stanford Farm, Stanford, Halfway House, Shropshire, SY5 9DW. The events include weddings, festivals and exhibitions etc. Camping available at the site for events.

1.2 Up to 28 events may be held at Stanford Farm for 28 days per annum without requiring any further planning permission, as a result of an exemption under current planning legislation.

Planning permission is only required in this case due to the fact that buildings within the farmstead are to be used to host the events, as opposed to the use of temporary structures only, such as marquees etc. If the events were hosted in temporary structures only, and do not exceed 28 events per annum, no planning permission would be required. As a result, there would be no control in terms of traffic activity to/from Stanford Farm associated with these permitted events.

1.3 The planning application therefore, in essence, seeks only to provide what could already take place, with the exception that the proposals utilise the existing buildings to provide a better experience for customers and visitors. It is also beneficial for neighbours as activities are contained within buildings, providing acoustic insulation to mitigate sound migration when compared with temporary structures, such as marquees. However, in transport terms, the use of the buildings would not affect the implications associated with vehicles travelling to/from the site, other than potentially reducing the number of movements associated with transporting temporary structures to/from Stanford Farm for each event.

1.4 In terms of traffic movements, parking provision for 84 vehicles has been identified within the farmstead; although there is clearly sufficient space for more parking within the applicant's land, if necessary. However, based upon a maximum attendance of 200 people, the average occupancy of each of 84 vehicles equates to 2.3 people, which is considered to be a reasonable figure given the propensity for friends/families to travel together to such events, rather than single occupancy trips.

1.5 Shropshire Council has considered the impact of the proposed development relative to the lawful baseline and concluded that in principle, the development would be acceptable in terms of highway impact. However, in order to provide a degree of control over the event traffic, which represents betterment when compared to the existing uncontrolled use of the network, it has been agreed that a Traffic Management Plan would be operated for each event.

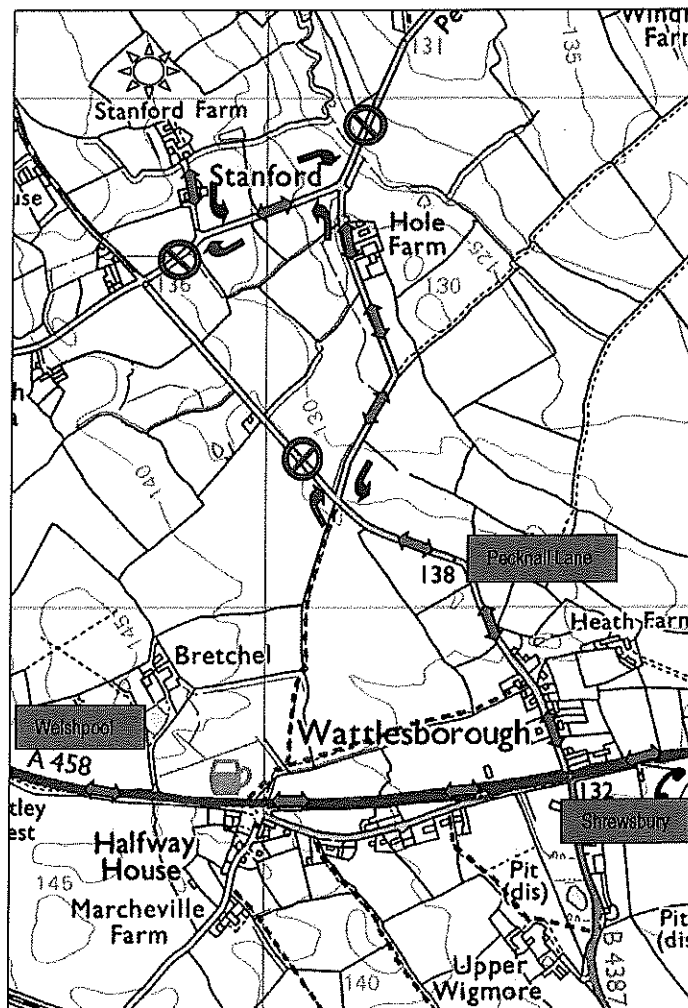
1.6 Following consideration of the local highway network and scale of the proposed development, it has been agreed with Shropshire Council that the preferred access route to and from Stanford Farm would be via that to the northeast of the site access, which represents the shortest route to/from Pecknall Lane, approximately 300m distant along a

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relatively straight section of carriageway with no development along its frontage. This route is considered preferable to that to the southwest via Stanford Crossroads, which is longer and passes several properties en-route.

- 1.7 Depending upon the type of event, arrivals and departures could be extended over several hours or could be over a relatively short period. However, due to the nature of the events it is likely that arrivals and departures would be tidal in nature, i.e. vehicles would arrive up to the start of the event then depart after it. In some ways, this makes the traffic management easier to deal with than developments which have a less defined arrival and departure profile.
- 1.8 The Operator had hoped to fund the provision of brown tourist signs to/from the site. However, the provision of brown tourist signs is subject to strict control. Amongst the criteria that must be satisfied in order to qualify for the provision of brown tourist signs within the Shropshire Council Tourist Signage Policy are: *"The tourist attraction must be a permanent, established destination or facility that attracts or is used by visitors to an area, and which is open to the public without prior booking during its normal opening hours" and "The attraction is expected to be open at least four hours per day for at least 150 days per year."*
- 1.9 As Stanford Farm events would be ticket only for up to 28 events per year, it does not meet the test of being open to the public without booking, or that of being open at least four hours per day for at least 150 days per year.
- 1.10 As a result, unless Shropshire Council is prepared to permit the provision of brown tourist signs in this case, it is proposed to provide temporary signage which would be erected before each event and removed after it. The proposed signage would be located at three points within the highway verge to direct traffic to and from the site via the A458 Shrewsbury to Welshpool Road.
- 1.11 The proposed routing and location of the signs is illustrated on the map overleaf.

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Stanford Farm



Two-way Traffic Access Route



Inbound Route Sign



Outbound Route Sign



No Vehicular Access to/from Stanford Farm Sign

1.12 In addition, as the events are ticketed or invitation only, the information sheet provided at Appendix A will be distributed with all tickets and invitations issued, which confirms the agreement to use the approved route as part of the terms of attending the event.

1.13 In terms of the management of the signage, the AA has been contacted, which installs and removes temporary event signs on the road network. The signs are normally erected a maximum of 48 hours before the event and removed soon afterwards. As events at the

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site would take place relatively regularly, the AA is considering whether it would be possible to retain the signs and install/remove them as may be required for each event. Should the AA be appointed to provide the signage, it may be possible to extend the direction signage to the A458 trunk road at Halfway House.

- 1.14 The route between the site access and Pecknall Lane will be monitored and photographed before and after each event. This will allow the requirement for a passing place to be assessed and considered in conjunction with Shropshire Council. In the event a passing place or localised widening within the highway verge is considered necessary, the design and implementation of the works would be funded by the operator by way of a S278 Agreement.
- 1.15 The above proposals are considered to be an acceptable and proportionate response to concerns regarding highway impact, which offer benefits when compared with the lack of control that may be imposed on up to 28 events per annum of similar scale at the development site without further planning permission.

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APPENDIX A

Booking Confirmation/Information Leaflet

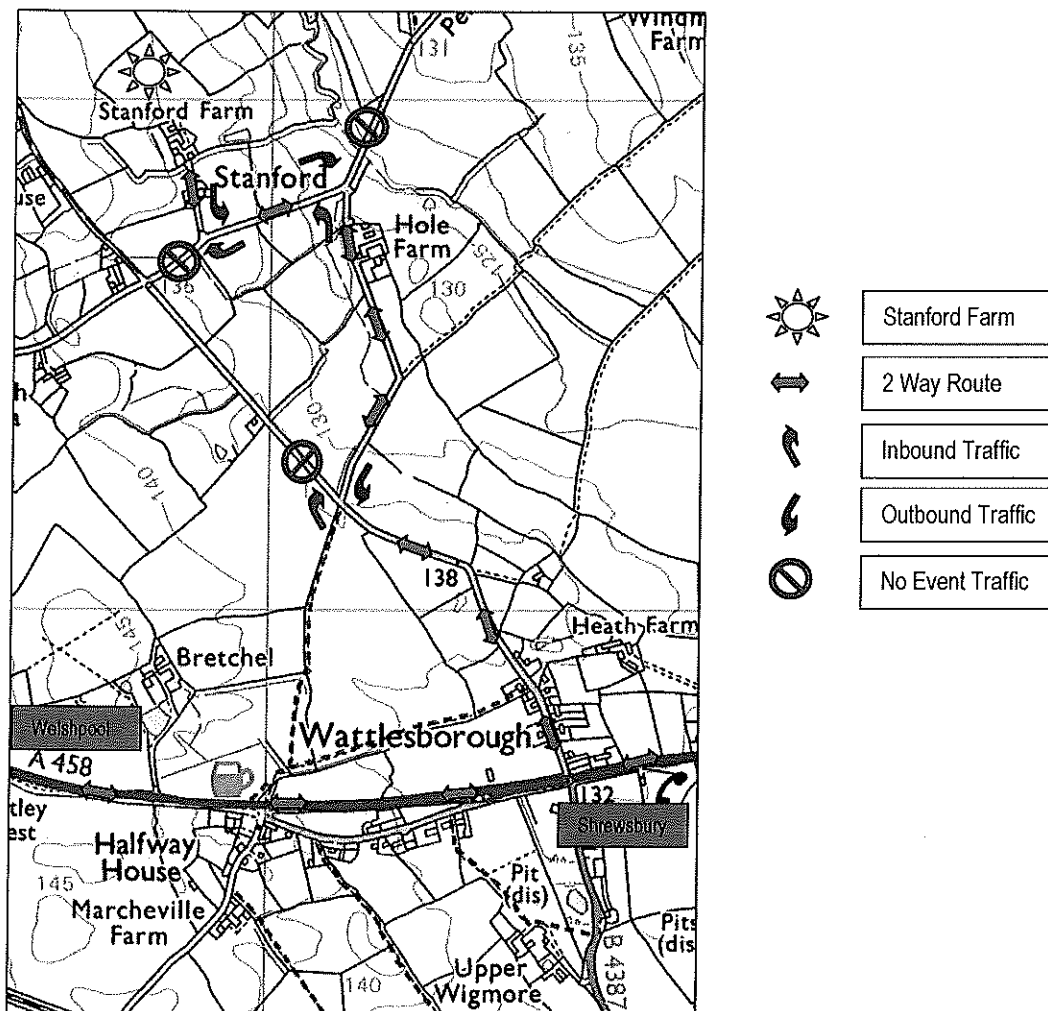
STANFORD FARM, HALFWAY HOUSE, SHROPSHIRE, SY5 9DW

Stanford Farm is an attractive rural venue at which events may be held. The desirability of its venue is a result of its location in beautiful surrounding countryside, which is accessed by a network of narrow rural lanes.

Booking of and attendance at events at Stanford Farm is subject to contractors and visitors following the prescribed route to/from the site, as illustrated on the map below. Please note that as the postcode for Stanford Farm is the same as at several neighbouring properties, in order to avoid unnecessary disruption to our neighbours, all traffic is requested to enter and leave via the A458 Welshpool – Shrewsbury road at Halfway House crossroads, from which Pecknall Lane may be accessed.

Drivers visiting Stanford Farm are required to proceed carefully and quietly along the narrow lanes whilst being considerate to and respectful of other road users, which may include animals, pedestrians, cyclists and equestrians amongst other vehicular traffic, including large agricultural machinery and heavy goods vehicles.

Failure to follow these prescribed instructions represents a breach of the terms of booking/attendance at events at Stanford Farm and may lead to your removal from the venue and/or cessation of the event without refund. However, with your co-operation, a successful event may be enjoyed by all.



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Thank you in anticipation of your co-operation and assistance. Enjoy your visit. We look forward to welcoming you back to Stanford Farm in the future.