



Date: Tuesday, 28 June 2022

Time: 2.00 pm

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

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SOUTHERN 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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| PLANNING COMMITTEE | | |
|---|---------------------------------------|------------------------------------|
| SCHEDULE OF ADDITIONAL LETTERS | | |
| Date: 28 June 2022 | | |
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| Item No. | Application No. | Originator: |
| 5 | 21/01630/FUL (Tadymoor Farm, Hopesay) | Public comment (Christine Perkins) |
| <p>I am unable to attend the planning meeting on 28th June when the above application will be discussed due to work commitments, but I wanted the planning committee to know that my objections towards the planning application have not changed.</p> <p>The Planning Committee will be undertaking a site visit, and I am sure that they will be wowed by the site which, in summer, should be looking its best.</p> <p>It is a pity that the planning meeting is not taking place in the winter months, when a site visit would have been somewhat different – The full impact of the New Zealand method of farming on pastureland would have been seen with grass cover on fields totally reduced to earth or mud, which in turn means the fields have to be reseeded every year.</p> <p>Although the planning officer has recommended approval, you as committee members do not have to agree to this recommendation.</p> <p>One of the reasons the planning officer agrees to the development in principle, is that the long-established farm is just diversifying into new agricultural markets and needs the milking parlour to enable this to happen. While I agree that a lot of farmers are diversifying, during research in this matter I have found no examples of diversification into dairy production. In fact totally the opposite. Dairy production has fallen by 67% from 35,700 milk producers in 1995 to 11,900 in 2020. Milk prices have been volatile during this period, and the NFU reported in 2020 that over 3000 dairy producers were in financial difficulty. I cannot see this situation improving in view of the current economic crisis we are experiencing at the moment. What a huge financial gamble the tenant has taken in undertaking this venture using land that has never been intensively grazed by so many cattle before, and building the milking parlour without approval, but the financial risk does not out-way the risks the enterprise will be putting on the environment.</p> <p>Looking into dairy production figures, the one thing to note is how herd size has increased for maximum financial gain. Comments made by Shropshire Councils ecology officer state details of herd size are very sketchy on the application form. I am concerned that if the application is approved the herd size will continue to increase putting ecological safeguards in jeopardy – More cows, more nitrogen, more slurry production etc.</p> <p>We are just custodians of our countryside and should be doing all we can to preserve/improve what we have. If this planning application is approved, I cannot see how this type of farming is helping the environment, only putting it more at risk.</p> <p>I urge the planning committee to disallow the application.</p> | | |

| Item No. | Application No. | Originator: |
|----------|---|--------------|
| 8 | 22/00157/MISC18 – railway footbridge, Craven Arms | Network Rail |

Additional letter received from the applicant, Network Rail, on 24/6/22, summarised as follows:

- a community drop in event was held at Wistanstow Parish Hall on 22/6/22; attended by over 30 individuals who raised a range of views on the proposals
- a number were enthusiastic about the design and were pleased that this path across the railway would be reopened
- others maintain concerns regarding the proposals
- the key issues identified through this public engagement were the preference for further investigation into alternative diversion routes for the public right of way, and whether the footbridge in this location was a proportionate solution to the risks posed at the crossing
- we have explored and exhausted all other options prior to considering the installation of a footbridge.
- while we fully acknowledge the concerns held by the members of the community and will continue to work with key stakeholders to explore these avenues further, it is pertinent to outline that these objections do not fall within the defined material considerations as outlined for prior approval applications under Part 18 of the Town and Country Planning (General permitted Development) (England) Order 2015.
- we have also been made aware of your authority's aspirations and ongoing application for government Levelling Up Funds for the inclusion of a roundabout on the A49 and road bridge over the railway. We acknowledge this is a very positive step forward and will continue to offer support where required. If such a project were to be delivered, we would welcome any opportunity to reassess the requirement of the footbridge
- given these aspirations, should you wish to include temporary time restrictive condition on any prior approval subject to road improvements coming forward, we would be happy to discuss this option further with you.

| Item No. | Application No. | Originator: |
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| 8 | 22/00157/MISC18 – railway footbridge, Craven Arms | Ramblers – Shropshire Area |

[No objection]

As the Walking Environment Officer for the Shropshire Area of the Ramblers, I check the agendas of the Shropshire Planning Committees to see what decisions have been made and are about to be made that might affect the Rights-of-Way network. So, I was a little surprised to see item 8 on the agenda for next week's Southern Planning Committee meeting. We (the Ramblers) have only recently been consulted by the Rights-of-Way Department about the proposed Diversion Order that this footbridge would require.

We have NO objection to the proposed footbridge, because we are considerably annoyed by the ongoing situation at this railway crossing, which has been closed by Temporary Closure Orders for some considerable time. This footpath is promoted as part of the walk known as the Wart Hill Wander, one of several based on the Discovery Centre. We understand Network Rail's concern over the safety aspects of crossing 3 lines of railway on a slight bend (though we have never observed the goods loop occupied in such a way that it obstructs use of the footpath), but feel they have taken an inordinate amount of time coming up with a solution.

We are NOT concerned by the visual intrusion of the bridge into the local landscape, which is very close to the northern limits of Craven Arms, even though it is in the Civil Parish of Wistanstow it is not open countryside, and it will give walkers a better view of the surrounding terrain, as they leave or approach the built-up area of Craven Arms. The nature of the rail timetable and the types of train using the line are such that the location will not attract many 'railway enthusiasts' (who in any case can legally approach the railway by the footpaths leading to the crossing point). The only time that enthusiasts (mainly photographers) will be attracted to the area is when a steam loco hauled special is scheduled to pass through, and the timings of such runs are not generally released to the public.

Finally, though we were not consulted on this Application (as being only for Prior Approval) we would ask that we ARE fully consulted if the Application is approved and the scheme carried forward by Network Rail. We, as representatives of the main users of the crossing i. e. walkers, would expect to be informed of more detailed proposals as and when they are taken forward.

Please circulate this communication to the members of the Committee, we simply need to be acknowledged as people who have a genuine concern about this crossing.

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