



Date: Tuesday, 9 December 2025

Time: 2.00 pm

Venue: The Council Chamber, The Guildhall, Frankwell Quay, Shrewsbury, SY3 8HQ

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NORTHERN 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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NORTH PLANNING COMMITTEE		
SCHEDULE OF ADDITIONAL LETTERS		
Date: 9 th December 2025		
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Item No.	Application No.	Originator:
5	24/00765/FUL	Local Member
<p>Objects:</p> <ul style="list-style-type: none"> - proposal remains fundamentally unsuitable for this location - no public engagement by Redrow before submitting the application - applicant has made no substantial design changes following resident feedback - scheme remains significantly over-dense and suburban in form, in stark contrast with the surrounding rural-edge character of approximately 11 dwellings per hectare - proposal does not respect landscape setting and settlement pattern at this sensitive edge-of-village location - site is one of the least connected parts of Bayston Hill - lies directly below Lyth Hill Country Park, distant from the shop, school, and GP surgery, and is served only by the Connect-OnDemand system rather than a scheduled bus service - this confirms that the location cannot support a high-density extension without becoming heavily car-dependent - the Walking Audit is incomplete, assessing only downhill routes and omitting Inclusive Mobility considerations. Several pedestrian links are unlit, narrow, enclosed or seasonally impassable, and others rely on public rights of way where width, surfacing, drainage and lighting are unverified. These routes are unlikely to provide safe or attractive daily travel options and do not meet the expectations of national guidance for inclusive, sustainable access - significant highways concerns remain unresolved. Lyth Hill Road is a narrow rural lane with no footways, restricted visibility and multiple points where only single-file movement is possible - site access is extremely close to the Beddoes Drive junction, creating overlapping turning movements within constrained geometry; existing hedgerow needs to be removed to achieve the required visibility splays; this would increase vehicle speeds, reduce enclosure, harm the rural approach to the village and further compromise pedestrian safety - the lane cannot be widened within the highway boundary or made suitable for estate-level traffic, emergency vehicles, refuse vehicles, vulnerable road users or inclusive movement - ecological information is also incomplete. Local badger activity has been recorded in the immediate area, yet no up-to-date species survey has been provided. Determining a major greenfield application without current ecological evidence risks avoidable harm to protected species and does not reflect precautionary policy requirements 		

- similar proposal on this land was refused in 2017 for unsustainability, landscape harm, and conflict with the development boundary. Those circumstances remain unchanged, and the scale and intensity of development have increased
- scheme still results in the loss of Best and Most Versatile agricultural land;
- does not demonstrate compliance with CS6, CS17, MD2 or MD12 with respect to design quality, landscape character or environmental safeguards
- the proposal represents an unsustainable, car-dependent and harmful intrusion into open countryside. The identified harms to highways safety, rural character, connectivity and ecology are substantial and should lead to refusal

Item No.	Application No.	Originator:
6	25/02878/OUT	Public Objection

No more houses in Whitchurch, it's spoiling our beautiful country side. We have not enough facilities in schools and medical practices. We are losing wildlife!

Item No.	Application No.	Originator:
7	24/04834/FUL	Planning Case Officer

Correction to Local Member (Page 128, Additional Information): The correct local member for this application is **Cllr Brendan Mallon** (Tern division), not Cllr Alison Williams (Shawbury division) as listed on page 128. The validation of this planning application predated the May 2025 elections, after which the electoral divisions for Hadnall changed. Previously, Hadnall was part of the Shawbury division, but following the boundary changes, Hadnall now falls within the Tern division, represented by Cllr Brendan Mallon.

Item No.	Application No.	Originator:
7	24/04834/FUL	Public Objection

I am writing to formally ask you to present a request to the Chair of the Planning Committee prior to considering the decision to approve on 9 December, 2025, this planning Application for the above described development and the deadline for which is set at 5.00pm today. [3.12.2025]

I humbly request to the esteemed Members of The Planning Committee that the planning decision be postponed until spring 2025 in order that the current and existing issues raised by the Severn Trent regarding sewage, drainage and flooding in Hadnall have been resolved to their satisfaction. I and my family occupied a property adjacent to the proposed development land for just over half a century, and are aware of various ditches, ponds (which have now I assume been drained) and underground waterways, some of which I believe, have either been diverted or filled in over a period of time. Following significant rain or wintery conditions, the ground of the proposed development can become very muddy and surface water retention noticeable making the ground of the proposed development extremely boggy. The Parish and County Council were sent my original comments of this proposed development around September, 2024 so do not wish to unnecessarily rehearse points raised.

I believe that addressing my request could significantly assist all relevant parties. I kindly ask that this request be sympathetically considered by the Chair and esteemed members and be included in the decision-making process during the meeting.

Thank you for your attention to this matter. I appreciate your support and any assistance you can provide in facilitating this request.

Item No.	Application No.	Originator:
7	24/04834/FUL	Agent/Planning Case Officer

Amended plans have been received from the applicants' agent (5.12.25) ahead of the committee meeting on Tuesday 9th. These include an updated Proposed Site Layout and associated plans to ensure the main street meets adoptable standards, following comments from Highways and Affordable Housing. The revisions remove raised treatments and provide consistency across the wider suite of plans.

In addition, the applicants' agent has submitted the walking and cycling audit requested by Highways prior to determination. The audit identifies potential improvements to the wider footway network in Hadnall. The applicants' agent has said that the applicants' are not committing to all works identified but are open to making a financial contribution towards improvements that are considered commensurate with the proposed development. This would be subject to compliance with Regulation 12[2] of the CIL Regulations and further discussions with Highways following the committee's consideration and resolution. The mechanism for securing any such improvements—whether via Section 106 or Section 278 agreement—will be advised by the Highway Authority following the committee's consideration and resolution.

Item No.	Application No.	Originator:
8	25/00531/FUL Uffington	Case Officer

Paragraph 6.4.9 of the committee report states that it would be appropriate to require that a Detailed Battery Safety Management Plan and a detailed Emergency Response Plan is submitted for approval as part of a planning condition. A placeholder for this condition is included in Appendix 2 as condition 5. The recommended wording for this condition is as follows:

Prior to the commencement of the development hereby approved, a Detailed Battery Safety Management Plan must be submitted to and approved in writing by the local planning authority. The submitted Plan shall include, but not be limited to, the following:

- a) the specific installation, test methods and certification standards for all elements of the BESS cabinets, batteries and other components, and how these demonstrate compliance with safety requirements in the UK. This information should include the rack layout and setup of the batteries within the chosen cabinet.*
- b) details of the detection system specification, its operation and details of the thermal management system. This should include the specific operating parameters of the detection system, how they are monitored and the response to the detection event, e.g. the identification of a potential fault or issue within the system that could lead to a safety hazard, such as thermal runaway.*
- c) identification of the specification/duration of the fire resisting design provided by partitions between battery cabinets and by the enclosure of the batter unit.*

- d) details of the suppression system specification and operation. This should include the specific suppression system technology and product, as well as evidence demonstrating that the suppression system will be effective for any fire involving the chosen battery.
- e) details of design methodology for the ventilation system, deflagration vents and explosion prevention measures. The details should include the location, size and operating pressures/methodology for each vent.
- f) a Fire Communication Framework with local Fire Service.
- g) details of the emergency, environmental and recovery plan, including the mitigation measures for pumping out the tanks during an incident, loss of containment and potential environmental damage in the event of a failure.
- h) a detailed Fire Risk Management Plan.
- i) a detailed Fire Emergency Response Plan, written in consultation with the local Fire Service. This Plan should cover, as a minimum: hazard information; response procedures; environmental impact mitigation; post-incident operations; communication and notification; command and control; training and exercising; and site specific information.

Reason: To minimise risk, spread and incidence resultant from fire risk of the proposed development and to minimise risk of environmental pollution of adjacent water courses.

Item No.	Application No.	Originator:
8	25/00531/FUL Uffington	Case Officer

In response to objections relating to safety matters, the applicant has submitted a further statement which has been authored by a Member of the Institution of Fire Engineers.

This statement concludes as follows:

While BESS installations require careful safety consideration and robust regulatory oversight, the characterisation of the technology as inherently dangerous and experimental is not supported by current evidence. The industry has demonstrated significant safety improvements, regulatory frameworks are evolving appropriately, and modern systems incorporate multiple safety layers including advanced monitoring, safer chemistries, and improved fire suppression strategies.

Safety concerns are addressed through proper risk assessment, provision of Outline and Detailed Battery Safety Management Plans, adherence to established guidance, consultation with fire services, and implementation of appropriate safety systems. With over 225 BESS sites in the UK, the first being established in 2015, we have an excellent record in BESS safety. Yes, there have been 4 BESS related incidents since then, 3 this year, although only one was on a fully operational site (the other two in 2025 were on sites under construction and the BESS were not energised) and that was "hot to cold" in under 11 hrs.

Item No.	Application No.	Originator:
8	25/00531/FUL Uffington	Public representation

Objects:

- inappropriate for a rural countryside setting; conflicts with key Development Plan policies
- harm to landscape and rural character
- ecological and biodiversity concerns
- water, drainage and pollution risk
- noise, amenity and public safety
- no demonstrated need or benefit in this location

Item No.	Application No.	Originator:
9	25/02860/FUL	Public Comment (neighbouring site)
<p>I am writing to highlight concerns regarding the proposed bin storage associated with the above planning application, which is located within a designated heritage zone. It has come to my attention that bins for a proposed HMO of six adults are planned to be stored in a historic alleyway, which forms an integral part of Oswestry's historic character. In my view, this arrangement is unacceptable, for the following reasons:</p> <ol style="list-style-type: none"> 1. Heritage Impact – The alleyway is a historic feature, contributing to the local townscape and heritage setting. Introducing permanent or frequently visible refuse storage risks detracting from the character and appearance of this heritage asset. 2. Visual Intrusion – Bins stored in the alleyway will be prominently visible to the public and adjacent properties, undermining the aesthetic value of the conservation area. 3. MHCLG Guidance – The Ministry of Housing, Communities & Local Government (2018) guidance notes that HMOs generate more waste than single-family homes. Any bin storage solution must therefore be adequate, discrete, and sympathetic to historic surroundings. <p>Given these considerations, I respectfully request that Shropshire Council advises the applicant to propose an alternative bin storage solution that:</p> <ul style="list-style-type: none"> • Avoids placing bins in the historic alleyway, and • Maintains the integrity and character of the heritage zone, in line with conservation principles and statutory guidance. <p>I would be grateful if your team could formally consider the heritage implications of the current bin storage proposal and provide guidance to ensure that waste management is both practical and sensitive to the historic environment.</p> <p>Thank you for your attention to this matter. I would welcome confirmation that these concerns will be taken into account during the planning/licensing process.</p>		

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