

Date: Tuesday, 8 September 2015

Time: 2.00 pm

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

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SOUTH 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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SOUTH PLANNING COMMITTEE		
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Date: 8 th September 2015		
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Item No.	Application No.	Originator:
6	14/05323/FUL (Walcot Farm)	Objector - Wendt
<p>An objection has been received on the basis that the proposals would exacerbate pre-existing problems with ammonia deposition at designated ecological sites in the surrounding area.</p> <p>In responding to the comments of SC Ecology (below) the objector has queried whether the ammonia emissions take account of cumulative impacts also arising from nearby poultry unit at Kempton and pheasant rearing units at Lower Down.</p> <p>SC Ecology has confirmed that the methodology for assessing cumulative impact has been established by the Environment Agency and confirms there would be no unacceptable cumulative impacts.</p> <p><i>Officer comment: The information provided by the applicant indicates that the proposed mitigation measures will reduce ammonia emissions at Walcot Farm. Hence, there would also be a reduction in any cumulative effects on the local environment.</i></p>		
Item No.	Application No.	Originator:
6	14/05323/FUL (Walcot Farm)	SC Ecology
<p>SC Ecology has responded to the above report, clarifying the basis upon which the Council assesses ammonia emissions, referring to the proposed mitigation measures and confirming that the 'based on the current agricultural practices if a planning decision was to be granted there will be a net reduction of 718.8kg/y of nitrogen from within the 3km x 3km modelling domain'.</p>		
Item No.	Application No.	Originator:
6	14/05323/FUL (Walcot Farm)	Objector - Gibbon
<p>I wish to support all the excellent objections that have already been made to this proposal which is out of step with a constructive vision for a compassionate and ecologically sympathetic farming for the future. The proposal is not sustainable as it will exacerbate many existing problems of air and water pollution in a valuable rural environment and also create a legacy that will be difficult to erase in the longer term. The proposal is poorly prepared and the ecological assessment is incomplete and inadequately researched. My main objection is that it takes no account of the wider, systemic implications and impacts of the project (environmental and social). I respectfully suggest that in future, "ecological" assessors acknowledge that the term ecology includes humans, and include them in the analysis of such projects.</p>		

Item No.	Application No.	Originator:
8	15/01808/EIA – Woodhouse Farm	Resident support - Madeley
<p>The road between Monkthopton and Bourton has no weight limit on it therefore is open to all types of traffic. One objector mentions milk in his objection. As the last farm to produce milk on this highway we can confirm milk production ceased on the 31st October 2014. The applicant includes a traffic management plan in the papers and indeed there appears to be one in place now. With lorries only travelling one way along the highway on days the chickens leave the premises. There does not appear to be any material planning reasons why this application should not be permitted.</p>		

Item No.	Application No.	Originator:
8	15/01808/EIA – Woodhouse Farm	SC Highways

The highway authority raises no objection to the granting of consent.

Key Issues:

Access to the Development: As detailed within section 5.2.7 of the submitted Environmental Statement the proposed access to the development will be via the existing access, which provides access to the existing agricultural operations. Visibility splays of 2.4m by 90m in both directions are currently provided. Automatic Traffic data collected in close proximity to the existing access indicate that's the 85th percentile speed of vehicles approaching in both directions is within the region of 44 mph. In view of the surrounding Highway network it is considered that Department for Transport, Manual for Streets 2 is applicable. Recommended minimum visibility requirements within Manual for Streets 2 for approach speeds of 45 mph is 95 metres in both directions. However, in consideration of the existing use of the access and associated increase in vehicle movements associated with the proposed development. It is considered that the proposed access to the site is acceptable.

Impact on Highway Network: Concerns have been raised with regard to the impact of the increase of vehicles will have on the surrounding highway network. The submitted the Environmental Statement indicates that the proposed development will generate a marginal increase in vehicle movements on the bird depopulation days and a minimal change in vehicle traffic overall to the existing operation.

The increase is summarised in the table below:

	Number of Birds	Number of days in cycle where no HGV	Number of days where an average of one HGV visiting site	Number of days – Average two HGV visiting site	Number of days – Average three HGV visiting site
Existing	240,000	25 days	11 days	5 days	5 days
Proposed	330,000	24 days	8 days	8 days	6 days

In line with existing operations, there would continue to be 7.6 bird crop cycles per year and the depopulation process would continue to operate with a maximum of two movements per hour between the hours of 0200 and 0700.

It is proposed that any HGV entering or leaving the site will be subject to the existing clockwise routing system for routing via the B4378 and the B4368 via Monkthopton to avoid the possibility of farm HGV's meeting in opposing directions during busier periods. Concerns have been raised with regard to the width and alignment of the unclassified highway which is the sole means of access to Woodhouse Fields Farm and the potential conflict with other road users; The levels of traffic to the facility are low outside of depopulation periods and would not change. Depopulations would occur at night times between the hours of 0200 and 0700. The majority of the HGV traffic

would take place during off-peak times for other road users and would be subject to a one-way routing system. Hence, the potential for conflict with other road users would be correspondingly reduced. In consideration of the above, it is considered the unclassified road is suitable to accommodate this additional 'out of hours' HGV traffic and there are no Highway grounds for refusing this application.

Item No.	Application No.	Originator:
8	15/01808/EIA – Woodhouse Farm	Country Landowners Assoc

We write to confirm our support for the above planning application submitted by Corve Poultry Ltd. The Country Land and Business Association Ltd. represents over 33,000 rural businesses and is the leading authority on the rural economy. We have had the opportunity to physically inspect the proposed site, and are familiar with the project following a review of the subject application, plans and comprehensive supporting documents shown on Shropshire Council's planning website. The CLA has long advocated poultry farming, which is a key industry to UK Agriculture. The owners of Woodhouse Fields want to expand and grow their business to keep up with the continued demand for fresh poultry in the UK. Poultry meat accounts for 40% of the UK meat market and producers must be enabled to keep pace with national demand which without home reared produce will be imported from overseas at a higher cost and to the detriment of the environment.

The UK poultry industry employs around 50,000 people and in order to promote growth in the industry and enable more people to work in the industry, facilities like the proposal at Woodhouse fields needs to be seriously considered. This proposal will secure the full time employment of the existing farm workers and create a position for equivalent of 1.2 full time jobs. Expanding an agricultural business in a rural area can mean an increase in the prosperity of a rural area from other third party associated businesses that will bring social, economic and sustainable benefits. The reinvestment to a business has a direct economic effect on the economy. The creation and retention of jobs provides a social benefit and the expansion of an existing business in this suitable location is a sustainable development. This proposed development will contribute positively to all three themes.

The CLA recognise the proposed development is in a rural location but will complement the existing poultry units on site. The planning process will consider the impact on the landscape and environment. UK poultry farms produce a high quality welfare product and they will do so with the most modern technology and green energy. It would appear that careful consideration has been given to minimising the impact on the landscape while maximising the benefits.

Shropshire planning authority has to be made aware of the UK's poultry position in agriculture and it must be given the ability to grow and compete with market demands. This proposal is an opportunity for a farming business to maintain viability in a competitive market place. The poultry unit will be built to the highest design and welfare standards incorporating renewable energy to make the development as green as possible. We ask you consider the importance of such developments in rural areas.

The CLA ask that the planning application is given favourable consideration.

Item No.	Application No.	Originator:
8	15/01808/EIA – Woodhouse Farm	Agent
<p>The agent has queried the justification for condition 11 in Appendix 1 relating to vehicle movements on the following basis:</p> <p>1. He is concerned that the limit to thirty days may be too restrictive. Occasionally thinning and crop clearance can take place over three days. This would not mean any more movements, in fact it would lead to a reduction in movements per day over the three days. This happens rarely but it is sufficient often to cause the operator concern.</p> <p>2. The scheme only proposes an increase in traffic outside of the hours of 0200 and 0700 - see Appendix 5 – and it is unreasonable to impose restrictions on the existing activities of the development. Plus, due to the self-imposed one-way routing system in place this proposal generates half the number of vehicle pass-bys per property than sites where there is two-way traffic generated by the depopulation traffic.</p> <p><i>Officers note that the development does not increase bird depopulation movements at night and there is a self-imposed traffic plan in place which would effectively mean that the development would generate half the amount of traffic as a development of the same size per section of road. As such it is considered that the condition could potentially be removed without any unacceptable highway impact.</i></p>		