

CENTRAL PLANNING COMMITTEE		
SCHEDULE OF ADDITIONAL LETTERS		
Date: 14 March 2019		
<p>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</p>		
Item No.	Application No.	Originator:
5	18/04965/FUL	Parish Council
<p>In light of further information submitted by the applicant and the publication of the pre-app advice, the Parish Council wishes to add to its original objection:</p> <p>1) Access / highways - must only be allowed to approach from north/Wolfshead roundabout and signs must be in place stating this and no access signs in place from other directions. We note that in the pre-app advice the issue of public transport was raised so why has this not been followed through into SC highways comments on the application? Visits to crematorium memorial garden are not accounted for in the plans re traffic movement.</p> <p>2) Site search - Why was a site selected that is outside the accepted maximum time of 30 minutes and 9 miles from its primary catchment, when closer and more appropriate sites were likely to be available? The applicant has only looked south and south-east of Oswestry and this is inadequate.</p> <p>3) There is a lack of data on the two crematoriums currently used</p> <p>4) Impact on RAF Shawbury/Nesscliffe Army Camp – the applicant is very dismissive of concerns raised by the MOD. We believe the crematorium was outside the no low flying zone agreed by RAF in 2001 and therefore it is a key flying path for the RAF as it is necessary to use it to avoid low/no fly zones close to the site. The parish council is concerned about the impact on RAF Shawbury and impacts on Nesscliffe Army Camp who are a big employer locally.</p> <p>5) Pollution, including mercury.</p> <p>6) Appearance – not thoughtfully designed and brick not suited to local area. Needs local stone and natural materials. Impact visually on setting of the hill. The suggestion of a bund is inadequate and will not be effective.</p> <p>7) Environmental impact - adverse impact on open space and the open character of the area, including impact on the setting of Nesscliffe Hill</p> <p>8) Pheasant shoots take place locally and chicken manure spreading</p> <p>9) Cumulative impact of development - Nesscliffe has already had planning commitments that will more than double the number of houses in the village (significantly in excess of that allocated in SAMDEV). This development could jeopardise the development boundary the PC agreed as part of the Local Plan Review because the development of this site extends development north of the village.</p> <p>If this development is approved, it is essential that the impacts on the community outlined above are mitigated - the parish council would therefore request that through a Sec 106 agreement funding is secured for traffic calming, better signage, open space projects and community facilities and projects (e.g. funding for meeting spaces such as the Village Hall which are likely to be used by funeral parties).</p>		

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<ul style="list-style-type: none"> - Application is intended to provide an improved public service but from a public perspective it has a number of serious failings - Committee report has lent heavily on the evidence and assumptions of the applicant (a 'for-profit' organisation) at the expense of the evidence and comments from the MOD, Parish Council and local community - Why has the Council not done their own research to establish need and optimum location, as is usual in developments such as this? - Officers appear to have concluded there is a need based on the data provided by the applicant that the average wait time for a cremation is 3-4 weeks at both Shrewsbury and Wrexham yet a phone call this week to both establishments concluded that provided paperwork and other external factors (funeral directors/clergy) outside the control of the crematorium are in order the wait time is only a week. Why was the applicant's evidence not checked? - Shropshire Council's document, Older People Profile 2018 lists the towns with the highest percentage of over 65's as 1st Church Stretton, 2nd Much Wenlock, 3rd Ludlow with Oswestry and Shrewsbury being 16th and 17th respectively out of 18 towns which would suggest that other areas of Shropshire are more in need of a crematorium. - The site is in open countryside and CS5 requires the development maintain and enhance countryside vitality and character and benefit the local community economically. The Officers claim the development meets CS5 as they 'accept there is a need for a facility in the general area'. There is no need for a facility in the local community, it brings no economic benefit and does not enhance the countryside so this application contravenes CS5. • The Site Methodology only looked at sites south and south east of Oswestry. Why? • The 30 minute cortege time is not a legal requirement but a funeral industry standard. Nesscliffe will have cortege times in excess of 30 minutes for the targeted centres of Oswestry and Shrewsbury (distance between town and crematorium plus distance in within town). • Both the Officers and applicant have dismissed the objections of the MOD, claiming that the low fly zone over the site is only sporadic which is just not true. Funeral directors request cessation of flights over local churches during funerals so noise clearly is an issue and should this be given approval it is not unreasonable to expect that similar requests will be made. This is unrealistic given the number of services and has the potential to disrupt the activities of both RAF Shawbury and Nesscliffe Camp, contravening para 182 of NPPF. Precedence must be given to the MOD over a crematorium that can be sited elsewhere. • Given the close proximity of the A5, the chicken houses, the low fly zone and the gun fire from the Camp it is hardly the peaceful location mourners have a right to expect. - Wrong to introduce this quantity of traffic through the village when the bypass was constructed to alleviate this; signage will not prevent this - Will have huge detrimental consequences for the viability of Nesscliffe Training Camp and RAF Shawbury continuity, both of which are large local employers and provide facilities for many Shropshire Clubs & Societies in addition to units from across the UK and overseas. This resource is of great value to this community and should never be put in question from a profit-making construction such as this crematorium. How is it that this crematorium could take precedence over the MOD and their all-encompassing, historical and future presence in this community 		

- Major intrusion and negative impact on this area of such natural beauty; significant impact on Nesscliffe Hill Countryside Heritage Site; detrimental impact to panoramic views from Oliver's Point and other locations; planting would not mitigate for this
- Noise from A5 is not appropriate for operation of a crematorium
- Considerable odour from regular cleaning of poultry unit; inappropriate and offensive to crematorium visitors
- Site satisfies no-one other than applicant and those with financial interest in the project; funeral directors have commented on the inappropriate location of the facility; site on outskirts of Oswestry would be wholly more suitable
- Incorrect and misleading to state that other crematoria in the area are at or close to capacity.
- The Council should commission their own, independent assessment of need and identify appropriate locations.

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5	18/04965/FUL	RAF Shawbury

RAF Shawbury notes that it is recommended that the application is approved, and would like to draw attention to the information below.

Recent helicopter flying training use of Nesscliffe Training Area has been light when compared to historic usage. This was due to the drawdown of the Defence Helicopter Flying School (DHFS) helicopters and the build-up of the new Military Flying Training System with the new Juno and Jupiter helicopters.

By way of an illustration, the use of Nesscliffe Training Area over the last 8 months has been at a rate of around 40 to 50 sorties per month. For each sortie flown to Nesscliffe Training Area the crew will usually carry out at least 3 approaches to the landing areas, generating around 120 – 150 approaches. It is anticipated that the new MFTS contract will have achieved full output by mid-2019 with the use of Nesscliffe Training Area returning to previous levels, with over 22 sorties a day or 440 sorties a month; this is 3 times that of recent activity with over 1300 approaches/month. This will create an almost persistent presence in and around the Nesscliffe Training Area, with constant use of Pigeon Wood.

The effect of our flying training will be to introduce potentially significant noise into the proposed crematorium area on a constant basis; even allowing for circuits flown to the west of Nesscliffe Training Area, (circuits to the east are restricted to prevent the villages of Kinton, Kynaston and Knockin being permanently overflown) noise disturbance is extremely likely in and around the application site. It should also be noted that in addition to helicopter traffic, Nesscliffe Training Area is used regularly for pre-deployment training for many Battalion-sized Army deployments. This training will frequently involve live/simulated arms training and the use of large tracked vehicles and weapons systems.

It should be noted that I will not be able to alter the current flying pattern of the DHFS in and around Nesscliffe Training area. To do so would lead to funnelling of activity that would impact on the deconfliction of helicopter traffic entering and leaving Nesscliffe Training Area and increase the risk of mid-air collision. I would like to place on record that if RAF Shawbury receives noise complaints relating to the proposed crematorium, the complainants will be referred to Shropshire Council's Planning Department.

I am certain that you understand that flight safety must be my overarching consideration. Freedom of movement within the Nesscliffe Training Area is critical to the delivery of our operations within Low Flying Area 9 in Shropshire and meeting our obligation to generate aircrew for front line squadrons and Defence.

Case Officer response to the above:

Similar information to the above was provided to the applicant by the MOD (Defence Infrastructure Organisation) in an email on 25/1/19. The information regarding anticipated future helicopter flying and the restriction on circuits to the east of the Training Area to prevent the villages of Kinton, Kynaston and Knockin being permanently overflowed, have been taken into consideration in the Committee Report.

The applicant's agent has noted that the MOD has advised that circuits to the east are restricted to prevent villages such as Kinton from being permanently overflowed. The agent has suggested that, as the village is just to the south-west of the application site, this means that the site itself is not overflowed. This is referred to in para. 6.5.16 of the Committee report. Members should be aware that, during a telephone conversation with the Case Officer, RAF Shawbury's Warrant Officer advised that this is not the case, and that helicopters do fly in the vicinity of the site.