

Planning Policy Team,
Shropshire Council,
Shirehall,
Abbey Foregate,
Shrewsbury SY2 6ND

24th April 2014.

25 APR 2014

Dear Sirs,

SAMder - BRIDGNORTH.

With reference to SAMder proposals for Bridgnorth offered by Shropshire Council document entitled "Site Allocation and Management of Development Item 15 dated 19th February 2014 I respond with my representation as follows:-

A RESUME OF EVENTS TO DATE.

1. The public consultation of 2013 revealed decisive opposition by Bridgnorth and Tasley residents to many of the proposals of 2012. This was apparently heeded and was accepted by the Council, the results being listed on pages 3 and 4 of the Councils issued document SAMder Revised Proposed Options Draft July 2013.

The sites reviewed were:

ELR077, ELR011, BRID020b and BRID020a.

The most significant of these results for the general public was the deletion of any development whatsoever on the South/West side of the bypass. However it was conceded by the public that ELR077 would be adopted for employment use and that further housing construction would occur on BRID020a (i.e. land North of Church Lane, Tasley).

Resumé (ctd)

2. Despite the situation described above, a Meeting was held at Bridgnorth Livestock Market on 8th October 2013 consisting of the landowner(s) of all the sites under consideration and the County Council Officers plus interested local Councils. It is vital for the details of this Meeting to be provided to the examining Inspector so that my ensuing comments may be understood.

At the Meeting Shropshire Council Planning Officer maintained that should fewer than 500 homes be built on sites BRID 020 b and BRID 020 a it would not be possible to provide the infrastructure needed to service the sites, such as the new roundabout suggested at the present junction of the A 458 bypass and Wenlock Road.

For Employment land requirements both Mr. Hickman, representing the employment sector and Liam Howden of Shropshire Council spoke not only in support of all the 2012 SAMder industrial proposals at Tasley but indicated that other existing sites in the town area at present under-used would soon be insufficient.

3. The result was that all the 2013 SAMder conclusions were entirely overturned and chucked out of the window. ALL previous proposals for Tasley per 2012 were now to be pursued, as detailed in the February 2014 document.
4. It should now be noted that Mr. Hickman is either the sole owner or owner in partnership of :-

Stannone Trading Estate, Bridgnorth

Chartwell Park Trading Estate, Bridgnorth

ELR 011 (agricultural land south-west of bypass at Tasley).

BRID 001 { (agricultural and incorporating the existing
ELR 007 } cattle market at Tasley).

BRID 020 a (agricultural land at Tasley)

This list encompasses all the present development sites.

MY COMMENTS.

EMPLOYMENT LAND.

a) Sranmore Trading Estate.

This is a large trading estate with all infrastructure facilities, developed from the vacated wartime RAF training camp and has existed since the 1960/1970s. There are, nevertheless, still 2.84 hectares still not let.

b) Chantwell Park Trading Estate, Stourbridge Rd., Bridgnorth.

Purported to be of 5.75 hectares. The infrastructure facilities of roads, sewers and street lighting were all installed by Advantage West Midlands in approximately 2007, at taxpayers expense.

This estate continues totally empty despite all plots having been available for the past seven years.

This makes a nonsense of the pious sentiments expressed in para. 5.26 page 102 of Draft Document 19th Feb. 2014.

It can be safely concluded that there is no demand for further industrial or commercial land in Bridgnorth.

c) ELROIIA Agricultural land South-West of bypass at Tasley.

Development of this site would breach the natural boundary provided by the bypass and consequently open up a vast area of countryside for future development, destroying virgin fields available now for agriculture and outdoor leisure pursuits for the benefit of Bridgnorth residents and tourist visitors — an essential green "lung". This proposal is unsustainable.

Employment (ctd)

d) ELRO 11b Agricultural land South-West of bypass at Tasley.

It is purported that the existing cattle Market should be moved from its position North of Wenlock Road to make way for mixed development and for it to be relocated in this area of land.

The question arises as to why move it to this location? There is ample room for the Cattle Market on Chartwell Park. Why, therefore has it not been re-located there, particularly as it has been deemed perfectly acceptable to recently locate a waste disposal and collection centre nearby on the town side of Stourbridge Road (at Faraday Drive) with its accompanying noise, smells and traffic at the insistence of Shropshire Council, whereas Chartwell Park is located on the country side of the road.

Having visited both the existing cattle market and Chartwell Park this move, in my opinion, is perfectly possible - but why move the Cattle Market anyway??

HOUSING.

A target number of dwellings required in 2013 was 1000 of which 50 would be windfalls accumulating during the whole period up to 2026. SAMdex 2014 proposals are for a total of 1400. This number seems to be constituted of:-

already constructed	700
Brid 20b	200
Brid 20a	300
windfall	nil

An additional number spirited out of thin air 200

1,400

Housing (ctd)

The following arrangement could be a more suitable compromise would be perhaps be not only within Government requirements but also acceptable to Bridgnorth: -

already completed	700
BRID 020 b	100
BRID 020 a	300
windfall	<u>50</u>
	<u>1,150</u>

This allocation would bring beneficial results i.e.:-

- Cattle Market need not be re-located.
- Maximum 100 dwellings for BRID 020 b, complete with concomitant neighbourhood facilities (no ^{but} hotel) as described in Allocated Sites page 100 SAMolev 19th Feb. 2014 including a possible amount of office and warehouses. (Hotel space at old College site ignored on ~~that~~ prime sites).
- Through the preceding area, a connecting road from BRID 020 a (N. of Church Lane) could thread its way to connect with Wenlock Road (NOT to a roundabout on the A458), either by using the existing entrance/exit of the Cattle Market or to the newly built roundabout on Wenlock Road for Wenlock Rise housing.
Taxpayers would be saved the cost of a roundabout on the A458 which, if built, would disrupt traffic flow on the main roads.
- Housing site BRID 020 a could then consume valuable agricultural land for 300 houses.

FINAL NOTE.

There is a palpable stench of human avarice and greed permeating the County SAMder proposals. On the part of landowner(s) this is to be expected; however the blatant and total disregard of the wishes of the local community by Shropshire County in its desire to gather in maximum further Council Tax under this process is unforgiveable.

Yours faithfully

MICHAEL H. DEAD.

Enclosures:- Pages 1 to 3 of Notes of a Meeting 8 Oct. 2013
/ Location map.

Referred to in text of Representation letter
from M.H. Pead to Shropshire Council Planning
Policy Team 24 April 2014

Notes of a Meeting between Stansgate Developments, Mr S Hickman, Representatives of Shropshire Council, , Astley Abbots Parish Council, Brisgnorth Town Council, Tasley Parish Council and Tasley Local Plan Steering Group.held at Bridgnorth Livestock market on Tuesday 8th October 2013 at 7.00pm, following a site visit at the proposed SAMDEV sites in Tasley.

Councilor Les Winwood from Shropshire Council chaired the meeting

Note: Shropshire Councillors W Parr and J Hurst-Knight declared an interest because they were members of the Planning Committee of that Authority. They did not speak at the meeting.

1.Introduction

Helen Howie Shropshire Council planning Officer explained that under the Core Strategy for Shropshire, Bridgnorth area had to be a focus for development and there were constraints as to where that development could take place.

It was hoped to circulate a draft SAMDEV proposal by mid November with firm proposals emerging in December. The Plan would go before a Public Enquiry in 2014 where there would be a further opportunity for interested parties to put their views to the Planning Inspector.

2. Need for Employment Land

Mr Hickman explained that Stanmore industrial estate still had small areas of land which had not been developed but some of these were needed to create additional vehicle parking. The remaining areas would be developed in the next 18 months or so.

Chartwell Industrial Estate had proved a difficult site to market due to its physical restraints but it was anticipated that details of light industrial, warehousing and retail development would shortly become available, so that there would no longer be any unallocated land on that site. The proposals included a supermarket and petrol pumps.

He added that land for industrial units fetched lower values than retail and housing uses and therefore easily developed land was needed for that use.

