



Our Ref: LPL549C 29-04-14

Planning Policy Team
Shirehall
Abbey Foregate
Shrewsbury
Shropshire
SY2 6ND

28th April 2014

Dear Sir/Madam

Re: Site Allocations and Management of Development (SAMDev) Plan: Pre-Submission Draft (Final Plan)

Council's Invitation

Shropshire Council has invited comments on the SAMDev Pre-Submission Draft (Final Plan) dated 17th March 2014. The consultation document sets out the Council's proposed revisions to the Preferred Options within the Site Allocations and Management of Development DPD following the feedback received on previous consultations. It is noted that the deadline for submission of representations is the 5pm on 28th April 2014. A copy of the completed Representation Form is included at Appendix 1.

Instructions

These representations on the SAMDev Pre-Submission Draft (Final Plan) March 2014 have been prepared by Leith Planning Limited on behalf of Morris Leisure; attention has been focussed on those aspects of the Final Plan which impact on their site at Oxon Touring Caravan Park, Welshpool Road, Shrewsbury.

Morris Leisure based in Castle Foregate, Shrewsbury is a division of Paterson Enterprises Ltd, a family run business with its origins dating back over 140 years. The company currently owns five of the UK's finest touring caravan and holiday home parks. The parks all offer five star luxury accommodation and have been '5 star' graded by either Visit England or Visit Wales. Morris Leisure ensures that the parks set the highest standards for caravan holiday home owners and visiting touring caravanners, motorhome owners and campers.

The company provides top quality facilities and has been rewarded by The Caravan Club selecting Stanmore Hall Touring Caravan Park, Bridgnorth and Riverside Touring Park, Betws-y-Coed as prestigious affiliated sites. Both Stanmore Hall Touring Park at Bridgnorth and Oxon Hall Touring and Holiday Home Park in Shrewsbury have been awarded the coveted AA Caravan Park of the year award for the best park in the whole of the British Isles.

Sustainable Tourism

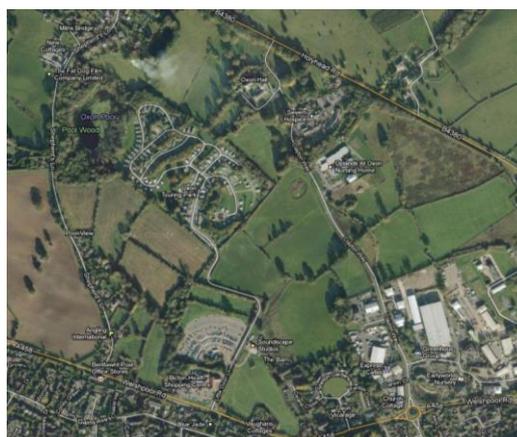
It is understood that Shropshire Council consider sustainable tourism to be tourism which will be maintained over a number of years, will provide benefit to the local community and local economy including job provision and financial benefit. In addition, sustainable tourism will be of benefit to the local environment including measures such as use of sustainable materials or fuelling development by renewable sources.

Oxon Caravan Park

The caravan park is located to the North West of Shrewsbury on a 6.9 hectare site. It was constructed in 1997 on a green field site and opened in the summer of 1998. Presently the site has a total of 165 pitches, made up of 105 touring/camping pitches and 60 static holiday home pitches. The park enjoys English Tourism Council 5 star status and is a member of the exclusive Best of British sites network. A site location plan has been included at Appendix 2.

The park presently nestles in a beautiful rural setting next to the Oxon Pool with its rich and diverse ecology and enjoys a tranquil country environment whilst still within walking distance of the local amenities.

It is estimated that the site presently injects indirectly over £2 million a year into the local economy, these figures being independently provided by the British Holiday Homes and Parks Association data. The park was located with the ease of access to the town and local facilities in mind and has enjoyed the benefit of the adjacent Park and Ride scheme over the years it has been open.



SAMDev Revised Preferred Options Draft July 2013

It is noted that Leith Planning Limited submitted written representations dated 16th August 2013 to the Revised Preferred Options (July 2013), a copy of which is

included at Appendix 3. Particular consideration was given to the document and how it impacts on Oxon Touring Caravan Park. Our earlier representations concluded as follows:

We have tabled our concerns regarding the Masterplan, Shrewsbury West Extension and Relief Road and/or Service Road and find it unnecessary to re-iterate them at this point in time. Given that the potential ramifications of these proposals for Oxon Touring Park are potentially 'little short of disastrous' I would ask that the Council give serious thought to the following proposals:

- (1) delineate on the Master Plan the touring portion of the Oxon as Health/Care Business Campus;
- (2) purchase and relocate the touring park onto land in the Council's ownership, including relocating the access to the relocated touring park;
- (3) change the use of the residential portion of Oxon to park homes for the over 55's; this fits in with the healthcare theme and enables us to upgrade the site to incorporate a higher acoustic specification. It also enables us to pay for the new reception and associated toilet/shower block which will be demolished to make way for the Business Campus.

If the Council (senior officers and key members) are able to support the above proposal in principle then it may be possible to identify a way forward. There is a concern that all of the landowners in the vicinity of Oxon Caravan Park, including Shropshire Council, are benefitting financially from the proposed development. However, Oxon Caravan Park may well become unviable because of the proposed development; as such, we are looking to the Council to protect Morris Leisure's interests which may well involve providing my client with an alternative viable use for the site. It is necessary to recognise that Morris Leisure are one of Shropshire's economic success stories and this development must not undermine the viability of the business; their commercial well-being is a material planning consideration bearing in mind the contribution the business makes to the economy of Shrewsbury and Shropshire."

Developments since August 2013

As land owner, there has been active dialogue with the Planning Authority and Council over the last 8 months, since representation were submitted in August 2013. Despite serious reservations about aspects of the Shrewsbury West SUE and inevitable damage to Oxon Touring Caravan Park the emphasis has been on supporting the Council's endeavors to deliver development perceived to be in Shrewsbury's best interests. It has been frustrating at times that the design details, particularly concerning the Oxon Link Road (pivotal to the justification for the Shrewsbury West SUE within the Core Strategy), have not been forthcoming. The submission of the application by David Wilson Homes – Application Reference 14/00246/OUT in advance of the SAMDev and without clarity on Oxon Link Road has compounded our difficulty.

The fact that the Oxon Relief Road is no longer 'in cutting' has had the effect that Oxon Touring Caravan Park will close when the construction of the Link Road commences and in all likelihood will not re-open because the environment will have changed and mitigation will at best simply reduce the harm albeit not sufficiently to provide a caravan park of sufficient quality to carry the Morris Leisure brand.

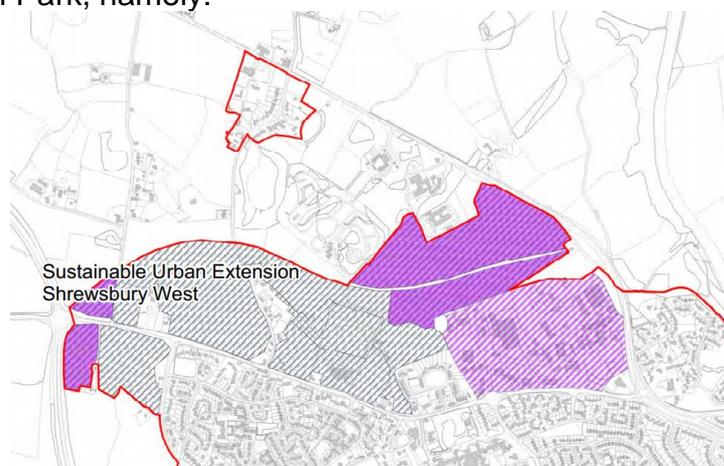
In the above scenario there is every reason to resist the proposed development, tooth and nail; however, Paterson Enterprise have taken the view that they wish to support development proposed by the Council if it is genuinely felt that it is in Shrewsbury's best interests. However, this must be on the strict understanding that the Council need to ensure that Morris Leisure's interests are protected and promoted if for no other reason than the public benefit associated with a £2m tourism revenue injected into the local economy annually.

To a degree the above was recognized in the Council's approved Illustrative Masterplan for Shrewsbury West SUE, which designates Oxon Touring Caravan Park under the caption 'scope for extension of the Health/Care Business Campus'. In order to lay the foundations for delivery of the Oxon Link Road and Shrewsbury West SUE we would ask that the notation be amended to read: "scope for extension of the Health/Care Business Campus or other appropriate development (including residential development) deemed by the Council as necessary for the delivery of Oxon Link Road".

More recently, Morris Leisure have been invited to join the Shrewsbury SUE West Landowners Meeting with a view to taking a more active role in funding the Oxon Link Road and help meet the development needs of the County.

Pre-Submission Draft (Final Plan) March 2014

We have now had regard to the draft Final Plan dated March 2014 and set out our concerns below with particular regard to the Shrewsbury West SUE and Oxon Touring Caravan Park, namely:



The Council is invited to amend the red line delineating the Oxon Caravan Park to reflect the fact that the site is an integral part of delivering the Oxon Relief Road and fact that it is a previously developed site.

Policy S16: Shrewsbury Area

It is noted that the Shrewsbury West SUE is contained within Policy S16, which deals with the Shrewsbury Area. Particular attention is drawn to Policy 16.1(5), which deals with the urban extension and reads:

5. The development of the Shrewsbury South and Shrewsbury West Sustainable Urban Extensions (SUE's) identified on the Policies Map will be supported, provided that:
 - i. The development delivers the scale and type of development set out in Policy CS2 and has regard to the broad arrangement of land uses indicated on the SUE Land Use Plans (Figures S16.1.1 and S16.1.2);
 - ii. The development accords with the principles of the SUE masterplans adopted by the Council and is linked to the provision of the identified infrastructure requirements, with initial planning applications accompanied by phasing and delivery strategies;

Leith Planning Limited has made substantive representations regarding the proposed SUE Masterplan and has engaged in continued dialogue with Dave Wallace of the Planning Policy Department. It is of considerable concern that the Adoption of Policy S16 as set out above is current unsound in circumstances where the Masterplan has not been agreed or finalised. It is necessary to raise an objection to draft Policy S16 until such a time as we are satisfied that the difficulties mentioned in these submissions have been addressed. Further, that the Masterplan for the Shrewsbury West SUE has been approved in a manner which protects the interests of Morris Leisure in relation to Oxon Touring Caravan Park.

The Council has recently been made aware of restrictions within Morris Leisure's Deeds and as such, there is some uncertainty regarding the implementation of the Oxon Relief Road. Until this matter has been reviewed by the Council's Legal Department and way forward agreed with Morris Leisure it is considered that draft Policy S16 is unsound in circumstances where it heavily relies upon the Oxon Relief Road to deliver the rest of the SUE.

Included at Appendix 4 is a letter received from A F MacDonald and Partners dated 17th April 2014 which considers Policy S16 in further detail and we would ask that Officers have due regard to the observations made in correspondence.

Allocated Housing Sites

Schedule S16.1a of the Final Plan details the allocated housing sites within the Shrewsbury Area. The allocation for the Shrewsbury West SUE is detailed below and has provision for 750 dwellings, as contained within the adopted masterplan.

Shrewsbury West Sustainable Urban Extension (SHREW002, 035, 083, and 128/ELR64, 67, and 68)	Development to deliver comprehensively planned, integrated and phased development of the SUE having regard to the SUE Land Use Plan (Figure S16.1.2) and adopted masterplan. Development to include the provision of a new Oxon Link Road and facilitation of the improvement of the A5 Churncote Island, sustainable transport measures, an enhanced local centre at Bicton Heath, and major landscape buffers and public open space, linked	750
	with additional employment land extending Oxon Business Park and on the gateway land by the Churncote Island, and land for additional health/care development/expansion of existing businesses off Clayton Way. Some land off Clayton Way is within groundwater Source Protection Zones (SPZ) 1 and 2 so development there must be carefully designed to take account of this, in consultation with the Environment Agency.	

The commencement of work to build the Oxon Link Road will seriously undermine the viability of Oxon Touring Caravan Park and the likelihood is that it will not re-open after the link road has been completed. The site relies on its rural location and the implementation of the urban extension will undermine this and make the business unviable. In view of this, and further to our previous proposals, we would ask that the site be allocated within the Final Plan as outlined below; development which is able to mitigate the impact of the Council’s proposals on Morris Leisure’s business and associated public benefits associated with the business. It is noted that discussions regarding development are on-going at this time. Until such a time as these discussions are concluded, to the satisfaction of Morris Leisure Board, it is necessary to object to the provisions of Schedule S16.1a as set out above.

Allocated Employment Land

Schedule S16.1b details the allocated employment land within the Shrewsbury West SUE, with an allocation of 9-12 hectares. The allocation is detailed as follows:

Shrewsbury West Sustainable Urban Extension (SHREW002, 035, 083, and 128 – parts)	Development to deliver comprehensively planned, integrated and phased development of the SUE having regard to the SUE Land Use Plan (Figure S16.1.2) and adopted masterplan. Development to include the provision of extension to Oxon Business Park, a gateway employment development on land by the Churncote Island, and land for additional health/care development/expansion of existing businesses off Clayton Way. Some land off Clayton Way is within groundwater Source Protection Zones (SPZ) 1 and 2 so development there must be carefully designed to take account of this, in consultation with the Environment Agency.	9-12
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Having had regard to the masterplan, and subsequent David Wilson Homes application (ref: 14/00246/OUT) it is noted that the description associated with the allocation, as above, is incorrect. It is of concern that the allocation ‘on land by Churncote Island’ is deemed employment land. We would ask that the Council be more specific about the allocation details, where it would appear that hotel uses and sui generis uses have been proposed which have much greater traffic implications.

It is also considered that the above schedule should include reference to the Oxon Link Road which is integral to deliver any employment provision within the SUE at all. In the absence of any reference to the Oxon Link Road it is of concern that the schedule leaves scope for a case to be presented for new employment provision either in advance of construction of the Link Road or alternatively, in its complete absence. This would have serious detrimental implications on the commercial viability of Oxon Touring Caravan Park. For these reasons, it is necessary to object to Schedule 16.1b as set out above.

Policy MD8 Infrastructure Provision

Regard has been had to Policy MD8 (3) which deals with New Strategic Infrastructure and reads as follows:

New Strategic Infrastructure

3. Applications for new strategic energy, transport, water management and telecommunications infrastructure will be supported in order to help deliver national priorities and locally identified requirements, where its contribution to agreed objectives outweighs the potential for adverse impacts. Particular consideration will be given to the potential for adverse impacts on:
 - i. Residential and other sensitive neighbouring land uses;
 - ii. Visual amenity;
 - iii. Landscape character and sensitivity, including impacts on sensitive skylines;
 - iv. Recognised natural and heritage assets and their setting, including the Shropshire Hills AONB (Policy MD12);
 - v. The visitor and tourism economy including long distance footpaths, cycle tracks and bridleways (Policy MD11);
 - vi. Noise, air quality, dust, odour and vibration;
 - vii. Water quality and resources;
 - viii. Impacts from traffic and transport during the construction and operation of the infrastructure development;
 - ix. Cumulative impacts.

Development proposals should clearly describe the extent and outcomes of community engagement and any community benefit package.

It should be noted that the above draft Policy is referable to Oxon Touring Caravan Park which is a “sensitive neighbouring land use” in very close proximity to the proposed Oxon Link Road. We remain concerned that the proposed Oxon Link Road will undermine the commercial viability of Oxon Touring Caravan Park. This would be in direct conflict with Core Strategy Policy CS16 which directs the Local Planning Authority specifically to:

“Supporting new and extended tourism development, and cultural and leisure facilities, that are appropriate to their location, and enhance and protect the existing offer within Shropshire”

As drafted, Policy MD8 is highly subjective and it would be useful to test the meaning of the policy against an example of New Strategic Infrastructure, specifically Oxon Link Road, and obtain confirmation that Oxon Caravan Park falls within the definition of “sensitive neighbouring land use” and clarify how item 3 (vi) would be evaluated against the needs of a caravan park where noise attenuation of caravans falls well below that standard of dwellings.

In the absence of clearly defined terms it is of concern that Policy MD8 as currently drafted does not adequately protect the interests of “sensitive neighbouring land uses” as the policy is currently open to interpretation.

Challenges to Decisions Involving Planning Policy

The interpretation of planning policy, after the judgement of Supreme Court in *Tesco Stores Ltd v Dundee CC* [2012] UKSC 13, is considered in an important article [2012] J.P.L. 1045. In future the court will identify itself the meaning of a policy and will compare the meaning with the meaning adopted by the decision maker. If it is apparent that the decision maker has not adopted the correct meaning of the policy there will be an error of law. *Tesco* has been applied in *R.(on the application of Wakil) v Hammersmith and Fulham LBC* [2012] EWCH 1411 and *R.(on the application of TW Logistics Ltd) v Tendring DC* [2012] EWHC 1209. In this case there is also the issue of ‘legitimate expectation’ and ‘due process’, based on the content of and in particular the evidence given to the Inspector during the Public Inquiry into the Core Strategy. The papers have been referred to Robert Turrall-Clarke, Planning Barrister, in circumstances where the proposals will at best

seriously impact on the viability of Oxon Caravan Park and at worst mean that the touring park will be forced to close.

Comment

We maintain the view that the development proposed as part of the Shrewsbury West SUE and particularly the Link Road will undermine the future viability of Oxon Caravan Park, in circumstances where the site currently benefits from a rural, tranquil location that will be detrimentally affected by traffic noise, general disturbance and air pollution, diluting the visitor experience. This in turn will deter visitors to the site with a reduced spend at both the caravan park itself and within the wider local area. The site owner has a real concern that this impact would be significant enough to result in closure of the site; their concerns therefore simply cannot be ignored and need further appropriate consideration by the Council before adopting the Pre-Submission Draft (Final Plan).

We would ask that the draft Plan is amended in line with the concerns set out above to enable this current objection to be withdrawn and replaced with robust support.

Yours faithfully

Chris Plenderleith
BA (Hons) MRTPI
Managing Director

Enc

cc Morris Leisure

APPENDIX ONE



For Shropshire
Council use

Respondent
no:

Shropshire Council Site Allocations and Management of Development (SAMDEV) Plan

**Pre-Submission Draft (Final Plan)
17 March 2014 – 28 April 2014**

Representations Form

Please note you can also make representations to the SAMDev Pre-Submission Draft using our online form via:

www.shropshire.gov.uk/samdev

This is a formal consultation on the legal compliance and soundness of the Site Allocations and Management of Development (SAMDev) Plan before it is submitted to the Secretary of State for examination by an Independent Planning Inspector. For advice on how to respond to the consultation and fill in this representations form please see the guidance notes available on the Council's website at www.shropshire.gov.uk/samdev.

Your details: Who is making this representation?

Name:	Mr E Goddard
Organisation (if applicable):	Morris Leisure
Address:	38-41 Castle Foregate, Shrewsbury, Shropshire, SY1 2EL
Email:	
Telephone:	

If you are acting as an Agent, please use the following box to tell us who you are acting for:

Name:	Mr Chris Plenderleith
Organisation (if applicable):	Leith Planning Limited
Address:	14 South Clifton Street, Lytham St Annes, Lancashire, FY8 5HN
Email:	chris@leithplanning.co.uk
Telephone:	01253 795548

Your Representations

Please note, you must use a separate form for each representation you wish to make.

(Please refer to the accompanying Guidance Notes on Making Representations when completing this section)

In the box below please give the policy, paragraph or section of the Policies Map your representation relates to:

Proposed Shrewsbury West Urban Extension, Policy 16 and Policy MD8

Is your representation in support or objection? (please tick as appropriate)

Object

In respect of your representation on the policy, paragraph or section of the Policies Map, do you consider the SAMDev Plan is:

Legally compliant **No**
Sound **No**

If your representation considers the SAMDev Plan is not sound, please say whether this is because it is not (*Please tick all that apply*):

Positively prepared	
Justified	X
Effective	X
Consistent with National Policy	

In the box below please specify your reason for supporting or objecting.

If you are objecting, you should make clear why the document is unsound having regard to the issues of 'legal compliance' or whether the document is not positively prepared, justified, effective or not consistent with national policy (Continue on a separate sheet if necessary).

Please see covering submission.

Please use the box below to explain the changes you think should be made to the SAMDev Plan in order to make it legally compliant or

sound? You should explain your suggested revisions to the policy, paragraph or section of the Policies Map, and why this change would make the plan legally compliant or sound. Please be as precise as possible (Continue on a separate sheet if necessary)

Please see covering submission.

Please be sure that you have provided all the information necessary to support your representations and any changes you are proposing. After this stage you will not be able to make any further representations about the SAMDev Plan to Shropshire Council. Any further submissions will only be possible at the invitation of the Inspector conducting the examination, who may seek additional information about the issues he/she has identified.

Do you consider it necessary to attend and give evidence at the examination?

Yes, I wish to give evidence about my representation at the examination.

No, I wish to pursue my representations through this written representation.

If you wish to attend the examination, please explain why you think this is necessary in the box below:

There are matters of substance relating to Shrewsbury West Sustainable Urban Extension and Oxon Link Road which can only be dealt with by way of representations at the examination.

Do you wish to be notified of any of the following? *Please tick all that apply. We will contact you using the details you have given above.*

When the SAMDev Plan has been submitted for examination	X
When the Inspector's Report is published	X
When the SAMDev Plan is adopted	X

Please return this form by 5pm on Monday 28 April 2014

You can e-mail it to:

Planning.policy@shropshire.gov.uk

Or return it to: Planning Policy Team, Shropshire Council, Shirehall, Abbey Foregate, Shrewsbury, Shropshire, SY2 6ND

Please note, we will acknowledge receipt of representations made by e-mail.

Data Protection Act 1998 and Freedom of Information Act 2000

Representations cannot be treated in confidence. Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012 requires copies of all representations to be made publically available. The Council will place all the representations and the names of those who made them on its website, but will not publish personal information such as telephone numbers, emails or private addresses. By submitting a representation on the Pre-Submission SAMDev Plan you confirm that you agree to this.

APPENDIX TWO

Site Plan #632580



This Plan includes the following Licensed Data: OS MasterMap Colour PDF Site Plan by the Ordnance Survey National Geographic Database and incorporating surveyed revision available at the date of production. Reproduction in whole or in part is prohibited without the prior permission of Ordnance Survey. The representation of a road, track or path is no evidence of a right of way. The representation of features, as lines is no evidence of a property boundary. © Crown copyright and database rights. 2014. Ordnance Survey 0100031673



Scale: 1:2500, paper size: A3

APPENDIX THREE



LPL549C 16-08-13

Planning Policy Team
Shirehall
Abbey Foregate
Shrewsbury
Shropshire
SY2 6ND

16th August 2013

Dear Sir/Madam

Re: SAMDev Revised Preferred Options Draft July 2013

Council's Invitation: Shropshire Council has invited comments on the SAMDev Revised Preferred Options Draft July 2013. The consultation document sets out the Council's proposed revisions to the Preferred Options within the Site Allocations and Management of Development DPD following the feedback received on previous consultations. It is noted that the deadline for submission of representations is the 23rd August 2013.

Challenges to Decisions Involving Planning Policy: the interpretation of planning policy, after the judgement of Supreme Court in *Tesco Stores Ltd v Dundee CC* [2012] EKSC, is considered in an important article [2012] J.P.L. 1045. In future the court will identify itself the meaning of a policy and will compare the meaning with the meaning adopted by the decision maker. If it is apparent that the decision maker has not adopted the correct meaning of the policy there will be an error of law. *Tesco* has been applied in *R.(on the application of Wakil) v Hammersmith and Fulham LBC* [2012] EWCH 1411 and *R.(on the application of TW Logistics Ltd) v Tendring DC* [2012] EWHC 1209. In this case there is also the issue of 'legitimate expectation' and 'due process', based on the content of and in particular the evidence given to the Inspector during the Public Inquiry into the Core Strategy. The papers have been referred to Robert Turrall-Clarke, Planning Barrister, in circumstances where the proposals will at best seriously impact on the viability of Oxon Caravan Park and at worst mean that the touring park will be forced to close.

Instructions: Leith Planning Ltd is instructed by Morris Leisure to review the SAMDev Revised Preferred Options Draft 2013 and to make representation as necessary. Morris Leisure based in Castle Foregate, Shrewsbury is a division of Paterson Enterprises Ltd, a family run business with its origins dating back over 140 years. The company currently owns five of the UK's finest touring caravan and holiday home parks. The parks all offer five star luxury accommodation and have been '5 star' graded by either Visit England or Visit Wales. Morris Leisure ensures that the parks set the highest standards for caravan holiday home owners and visiting touring caravanners, motorhome owners and campers.

The company provide top quality facilities and have been rewarded by The Caravan Club selecting Stanmore Hall Touring Caravan Park, Bridgnorth and Riverside Touring Park, Betws-y-Coed as prestigious affiliated sites. Both Stanmore Hall Touring Park at Bridgnorth and Oxon Hall Touring and Holiday Home Park in Shrewsbury have been awarded the coveted AA Caravan Park of the year award for the best park in the whole of the British Isles. Details of the locations of the existing Morris Leisure 5* sites have been included at Appendix 1.

Submission: These representations on the SAMDev Revised Preferred Options Draft July 2013 have been prepared by Leith Planning Limited on behalf of Morris Leisure; attention has been focussed on those aspects of Revised Preferred Options which impact on their site at Oxon Touring Caravan Park, Welshpool Road, Shrewsbury.

Sustainable Tourism: It is understood that Shropshire Council consider sustainable tourism to be tourism which will be maintained over a number of years, will provide benefit to the local community and local economy including job provision and financial benefit. In addition, sustainable tourism will be of benefit to the local environment including measures such as use of sustainable materials or fuelling development by renewable sources.

Oxon Caravan Park: The caravan park is located to the North West of Shrewsbury on an 18 acre site. It was constructed in 1997 on a green field site and opened in the summer of 1998. Presently the site has a total of 165 pitches, made up of 105 touring/camping pitches and 60 static holiday home pitches. The park enjoys English Tourism Council 5 star status and is a member of the exclusive Best of British sites network.



The park nestles in a beautiful rural setting next to the Oxon Pool with its rich and diverse ecology and enjoys a tranquil country environment whilst still within walking distance of the local amenities.

It is estimated that the site presently injects indirectly over £2 million a year into the local economy, these figures being independently provided by the British Holiday Homes and Parks Association data. The park was located with the ease of access to the town and local facilities in mind and has enjoyed the benefit of the adjacent Park and Ride scheme over the years it has been open.

Revised Preferred Options: Regard has been had to the Revised Preferred Options as it relates to Oxon Touring Caravan Park, as follows:

Key Centre Shrewsbury: The Revised Preferred Options notes that:

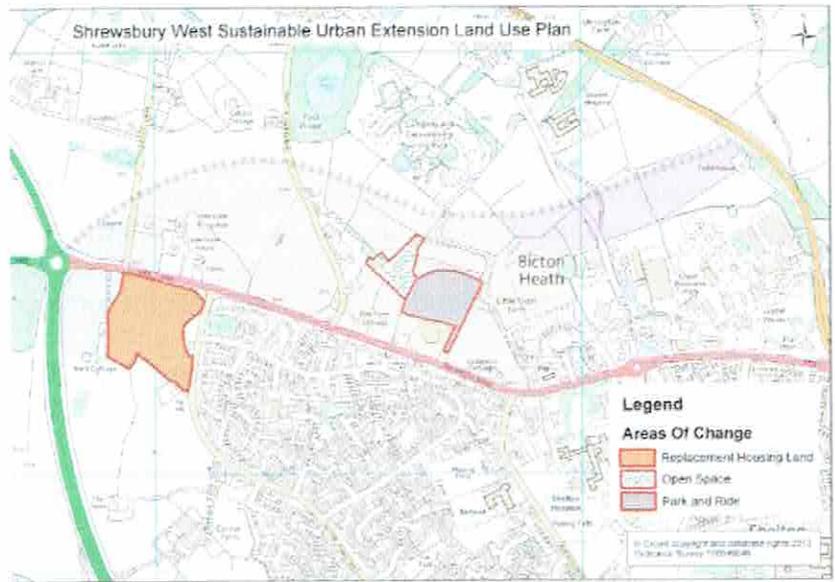
“The majority of respondents (66%) supported the Shrewsbury West Sustainable Urban Extension. Concerns were raised in relation to the capacity of local infrastructure to meet this level of growth and the loss of greenfield land and open space.”

Amendments to Preferred Options Sites: It is understood that the following changes are proposed for the Shrewsbury West Urban Extension:

“Remove reference to relocation of Park and Ride facility, with the relocation site switched to housing land and a consequential increase in the number of houses from 720 to approximately 750.”

Amendments to Sustainable Urban Extension Land Use Plans: The Revised Preferred Options notes that the Shrewsbury West SUE masterplan is currently being prepared and consulted on, including a significant change to the Land Use Plan to retain the Park and Ride facility in its current location north of Welshpool Road, with the previously proposed new location becoming part of the land for housing development instead. This leads to a change in the table of housing sites, with the amount of housing likely to come forward increasing from 720 to 750 houses.

The Council's confirmation that the Park and Ride is to remain in its current location is welcomed given the beneficial links that exist between the caravan park and the Park and Ride facility.



Representations have been submitted to the Shrewsbury West Sustainable Urban Extension Masterplan on behalf of Morris Leisure, a copy of which are attached at Appendix 2 to these submissions.

For the avoidance of doubt, we consider that whilst the Council has acknowledged the existence of the caravan park they have failed to thoroughly assess and evaluate the impacts of the proposed urban extension, and particularly the proposed Link Road on the viability of the existing business. Without appropriate assessment of the full impacts of the proposed urban extension on local residents and businesses, who will be blighted by the scheme given disturbance, noise, air quality impacts etc then the scheme has simply failed to be sufficiently justified and should not be pursued. Alternatively the Council should undertake further detailed studies of the social, economic and environmental implications of the development, and particularly the Link Road on the local area and prepare a further draft document for public consultation.

We maintain the view that the development and particularly the Link Road will undermine the future viability of Oxon Caravan Park, in circumstances where the site currently benefits from a rural, tranquil location that will be detrimentally affected by traffic noise, general disturbance and air pollution, diluting the visitor experience. This in turn will deter visitors to the site with a reduced spend at both the caravan park itself and within the wider local area. The site owner has a real concern that this impact would be significant enough to result in closure of the site; their concerns therefore simply cannot be ignored and need further appropriate consideration by the Council before the masterplan document can proceed further towards adoption.

We would raise significant concern with the Council's change of approach in relation to the justification for the urban extension. One of the main justifications for preferring this site for development over others was the provision of this portion of the North West Relief Road. If the importance to be placed on the delivery of the Link Road is now viewed only as 'an opportunity' then one would question the overall justification for the masterplan and associated development in its entirety. In addition, this ambiguity would also appear to be contradictory to the draft Vision (see above). Given these concerns the above extracts from the masterplan document should be amended to provide the necessary certainty on the delivery of the Link Road and to address earlier concerns raised in relation to the construction quality of the highway. Alternatively without clear statements on the delivery and specification of the Link Road we would ask that this aspect of the masterplan be deleted in circumstances where it will blight existing businesses.

The papers have been referred to Robert Turrall-Clarke, Planning Barrister, in circumstances where the proposals will at best seriously impact on the viability of Oxon Caravan Park and at worst mean that the touring park will be forced to close.

Comment: We have tabled our concerns regarding the Masterplan, Shrewsbury West Extension and Relief Road and/or Service Road and find it unnecessary to re-iterate them at this point in time. Given that the potential ramifications of these proposals for Oxon Touring Park are potentially 'little short of disastrous' I would ask that the Council give serious thought to the following proposals:

- (1) delineate on the Master Plan the touring portion of the Oxon as Health/Care Business Campus;
- (2) purchase and relocate the touring park onto land in the Council's ownership, including relocating the access to the relocated touring park;
- (3) change the use of the residential portion of Oxon to park homes for the over 55's; this fits in with the healthcare theme and enables us to upgrade the site to incorporate a higher acoustic specification. It also enables us to pay for the new reception and associated toilet/shower block which will be demolished to make way for the Business Campus.

If the Council (senior officers and key members) are able to support the above proposal in principle then it may be possible to identify a way forward.

There is a concern that all of the landowners in the vicinity of Oxon Caravan Park, including Shropshire Council, are benefitting financially from the proposed development. However, Oxon Caravan Park may well become unviable because of the proposed development; as such, we are looking to the Council to protect Morris Leisure's interests which may well involve providing my client with an alternative viable use for the site. It is necessary to recognise that Morris Leisure are one of Shropshire's economic success stories and this development must not undermine the viability of the business; their commercial well-being is a material planning consideration bearing in mind the contribution the business makes to the economy of Shrewsbury and Shropshire.

Yours faithfully

Chris Plenderleith
BA (Hons) MRTPI
Managing Director

Enc

cc Morris Leisure

APPENDIX FOUR

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Our Ref: AFM/FB/2005/129

Your Ref:

17th April, 2014

Chris Plenderleith,
Leith Planning,
13 South Clifton Street, ,
Lytham St. Annes, ,
FY8 5HN..

E-mail letter

Dear Chris,

SAMDev Pre-Submission Draft Plan

You asked me to have a look at the above plan and I am grateful that your colleague forwarded me a copy of the document.

Policy MD8 – Infrastructure Provision – Page 47

I note a number of parts of this policy that are relevant to the Shrewsbury West Sustainable Urban Extension. Under the subheading “New Strategic Infrastructure”, paragraph 3 advises that: “applications for new strategic energy, transport, water management and telecommunications infrastructure will be supported in order to help deliver national priorities and local identified requirements where its contribution to agreed objectives outweighs the potential for adverse impacts. Particular consideration will be given to the potential for adverse impacts on:

- (i) Residential and other sensitive neighbouring land uses
- (ii)
- (vii)
- (viii) Impacts from traffic and transport during the construction and operation of the infrastructure development:
- (xi) Cumulative impacts”.

It then advises that development proposals should clearly describe the extent and outcomes of community engagement and any community benefit package.

First of all, it is quite clear that the caravan site is sensitive to the road, whether or not it is defined as a sensitive type of development. The road itself is clearly an infrastructure division provision. Subparagraph (viii) requires that they consider the traffic

and transport impacts during both the construction period and the operation of the infrastructure.

As mentioned on the phone, it is difficult to see how there can have been proper community engagement prior to the application in July if an LEP application is to be made which we now believe to be the case. I presume they will rely on the earlier consultations.

It occurs to me that it would be useful to define some of the terms whether that be by use of definitions in other documents or by the incorporation of a Glossary. I have in mind here in particular the term “sensitive land uses”. Concert halls, hospitals and hospices clearly fall into that category but we need to be sure that holiday homes and caravans are included.

Policy S16: Shrewsbury Area

Turning then to Policy S16 in chapter 5, commencing on page 180 I note a number of important points that I will cross reference by both page and paragraph numbers.

Page 180, paragraph 5 advises that the Shrewsbury West SUE will be supported provided by:

- (i) The development delivers the scale and type of development set out in Policy CS2 and has regard to the broad arrangement of land uses indicated on the SUE land use plans figures S16.1.1 and S16.1.2.
- (ii) The development accords with the principles of the SUE master plans adopted by the Council and is linked to the provision of the identified infrastructure requirements with initial planning applications accompanied by phasing and delivery strategies. (Emphasis is mine).

That must surely mean that if the Council is aware that Morris Leisure have the power to block the Link Road, then any application for development would not necessarily gain the Council’s support. That could create major problems if we were to press that button but we should be aware of the policy requirement.

I also note from Schedule 16.1A: Allocated Housing Sites on pages 183 – 184 is a description of the Shrewsbury West Sustainable Urban Extension. The allocated site description includes references to the various representations included within the SAMDev process such as Shrew 002, 035, etc. Would we want a reference to our site included in that description?

I note from the development guidelines that it states: “Development to include the provision of a new Oxon Link Road and facilitation of the improvement of the A56 Churncote Island, sustainable transport measures, an enhanced local centre at Bicton Heath and major landscape buffers and public open space linked with additional employment and extending Oxon Business Park and on the Gateway land by the Churncote Island.

First of all, it is clear from this that the Oxon Link Road was considered an essential part of the development. If the officers are aware of an impediment to its construction that could be a total bar, should they be considering an application for housing development now? Again, this is a difficult question to pose because we suspect that the officers have only become aware of the restrictions in the deeds fairly recently.

I also note that the development described in the development guidelines sections does not include the hotel or sui generis showroom. Both those items are capable to developing high volumes of traffic. Should we so wish, it would appear that we could object on policy grounds to the inclusion of those elements.

In making that comment, I have to recognise that the land value for an hotel and a car showroom is materially greater than it would be for normal industrial uses. The land values will be much closer to those achieved from residential development and this should raise the question as to whether or not developments of that nature should contribute toward the costs of the Link Road.

The site is again referred to in Schedule 16.1B: Allocated Employment Sites on page 186. Under the development guidelines, no reference is made to the Oxon Link Road. That is a glaring omission particularly bearing in mind the comments made to me by Andy Savage that some of the housing could be provided without the Link Road but that the Link Road is essential to allow the industrial area to proceed. Certainly insofar as the land to the east is concerned, when it describes the extension of the businesses adjacent to Clayton Way, the Council would certainly wish to see that served only off a Link Road.

I think it is essential for both Morris Leisure and Shropshire Council that a reference to the Link Road is included in this schedule.

Paragraph 5.160 on page 191 also refers specifically to the Shrewsbury West SUE and explains the importance of the Oxon Link Road and the fact that it forms a leg of the proposed Shrewsbury North West Relief Road.

I note that figure S16.1.2 on page 193 marks the areas close to Churncote Island as commercial/business uses as opposed to pure employment land or health care/business uses. The descriptions on that plan appear to allow more flexibility than the text in the documents. That may well be purposeful but as I understand it, (and you, Chris, will know much better than I) the text should take precedence, as that is the policy and the plan is, I believe, an explanation.

I hope the above comments are helpful.

Yours sincerely,

A.F. Macdonald

c.c. Edward Goddard